



BUYER'S  
GUIDE  
CARBON-FIBER  
HANDLES  
PG. 44

ISSUE 21

# RECOIL

**GUN LIFESTYLE:** GEAR • TECHNOLOGY • SPORT • OUTDOOR • HOME & PERSONAL DEFENSE



S&W  
M&P  
C.O.R.E.

PG. 68

SIG SAUER, Leupold,  
Crye Precision, Follow  
Through Consulting,  
Mechanixwear,  
Under Armor,  
Ares Gear  
PG. 16



- ▶ TAKING A BEAR IN THE IDAHO WILDS
- ▶ ERATHR3 SHERPA – ONE-RIFLE QUIVER?
- ▶ EXCLUSIVE PREVIEW: *THE WANDERER*
- ▶ VATA TRAINING CENTER
- ▶ BUILDING YOUR OWN LIGHTWEIGHT AR-15
- ▶ SELECTING A HOME, DELTA FORCE STYLE
- ▶ CODY FIREARMS MUSEUM
- ▶ SIG SRD 338TI QD
- ▶ PT: OUTDOOR FITNESS
- ▶ ZEROED IN: ERNEST EMERSON
- ▶ MINDSET: TRUST YOUR INTUITION

RECOILWEB.COM  
ISSUE 21



GREEN  
BERET  
FOUNDATION  
**RUBICON**

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M&P  
X

◀ NEXT-GEN  
SUB GUN  
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+  
AR  
TOOLS  
BUYER'S  
GUIDE  
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BANTAM WOOD GUNSMITHING  
OIP LIGHTWEIGHT CARBINE  
PG. 80



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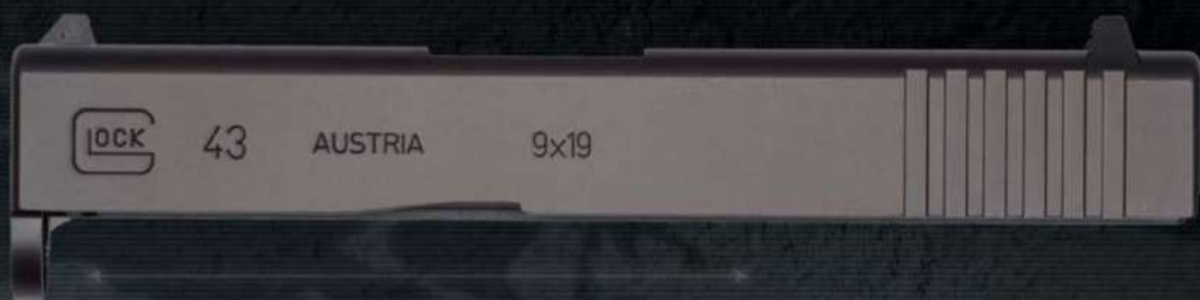
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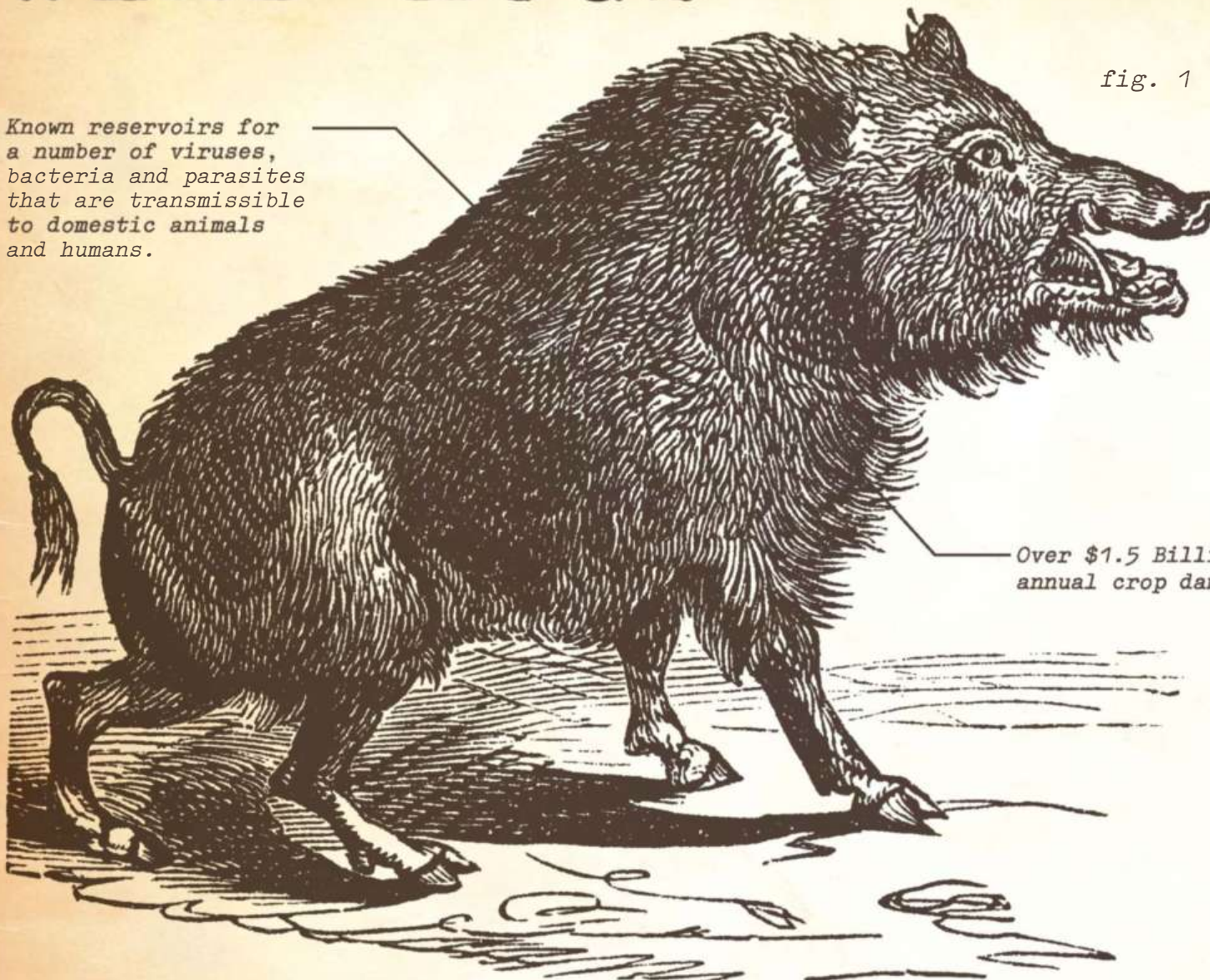


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# WILD HOGS

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to domestic animals  
and humans.

fig. 1



Over \$1.5 Billion in  
annual crop damage.



fig. 2

## Symptoms:

### HEPATITIS E VIRUS:

Boar to Human transmission

### TRICHINELLA SPIRALIS:

Human transmission via Infected Domestic Pigs

### BOVINE TUBERCULOSIS:

Infects Cattle, Humans and Other Wildlife



Treatment:

# TAKE YOUR SHOT



ThermoSight RS

fig. 3

ThermoSight T70



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# RECOIL

ISSUE 21

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## FIREARM SAFETY IS TOP PRIORITY

RECOIL reminds you to be safe and always obey firearms safety rules:

1. Treat every gun as if it were loaded.
2. Always keep the gun pointed in a safe direction.
3. Keep your finger off the trigger until ready to fire.
4. Be aware of your target's foreground and background.

All contents in RECOIL Magazine are professionally photographed in a closed studio or range. Do not attempt to recreate any photographs depicted in this magazine.



Throughout this issue you will see certain images are labeled as being 1:1 Actual Size. This designation is for the print edition of this issue. Because of the various screen sizes on different tablets and computers, we cannot always provide actual life size images in digital versions. We apologize if this causes any confusion and thank you for your understanding.

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## ON THE COVER



COVER PHOTO BY STRAIGHT 8

### 1 RIFLE

**MAKE:** SIG SAUER

**MODEL:** MPX

**MSRP:** \$1,575

**URL:** [www.sigsauer.com](http://www.sigsauer.com)

### 2 OPTIC

**MAKE:** Leupold

**MODEL:** LCO

**MSRP:** \$1,250

**URL:** [www.leupold.com](http://www.leupold.com)

### 3 AMMO

**MAKE:** SIG

**MODEL:** V-crown 124gr 9mm JHP

**MSRP:** \$22

**URL:** [www.sigsauer.com](http://www.sigsauer.com)

### 4 PLATE CARRIER

**MAKE:** Crye Precision

**MODEL:** JPC 2.0

**MSRP:** \$360

**URL:** [www.cryeprecision.com](http://www.cryeprecision.com)

### 5 BELT

**MAKE:** Ares Gear

**MODEL:** Aegis

**MSRP:** \$111

**URL:** [www.aresgear.com/index](http://www.aresgear.com/index)

### 6 PANTS

**MAKE:** Under Armor

**MODEL:** UA Performance Chinos

**MSRP:** \$80

**URL:** [www.underarmour.com](http://www.underarmour.com)

### 7 KNIFE

**MAKE:** Strider

**MODEL:** Johnny Noveske limited edition

**MSRP:** \$475

**URL:** knife no longer available

### 8 GLOVES

**MAKE:** Mechanix Wear

**MODEL:** Original 0.5mm

**MSRP:** \$28

**URL:** [www.mechanix.com](http://www.mechanix.com)

### 9 T-SHIRT

**MAKE:** Follow Through Consulting

**MODEL:** Men's T

**MSRP:** \$20

**URL:** [www.followthroughconsulting.com](http://www.followthroughconsulting.com)

## OFF THE COVER

### 10 SHOES

**MAKE:** Salomon

**MODEL:** Speedcross 3

**MSRP:** \$130

**URL:** [www.salomon.com](http://www.salomon.com)

### 11 SLING

**MAKE:** Blue Force Gear

**MODEL:** Vickers M249 SAW sling

**MSRP:** \$83

**URL:** [www.blueforcegear.com](http://www.blueforcegear.com)

### 12 BODY ARMOR

**MAKE:** Crye Precision

**MODEL:** Platebag Soft Armor Insert

**MSRP:** \$143 each

**URL:** [www.cryeprecision.com](http://www.cryeprecision.com)

### 13 HAT

**MAKE:** Follow Through Consulting

**MODEL:** Jack Ball Cap

**MSRP:** \$22

**URL:** [www.followthroughconsulting.com](http://www.followthroughconsulting.com)







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11

04

10

06



BY IAIN HARRISON

It's not often that a firearm comes along that threatens to change the market in a big way. The SIG MPX on the cover of this issue is one such gun, as it's likely to supplant the venerable MP5 as the definitive 9mm submachine gun in police and military circles. There are comparatively few examples of the weapon in circulation and there may well be flaws that don't rear their heads until a couple of thousand have had the snot beaten out of them, but we were impressed by both the design and its execution.

Despite being pressured by end users, SIG did the right thing by not releasing their new model until they were confident all the bugs had been worked out, then sent the first batch of pistol variants out to both early adopters and members of the media. Getting a T&E gun at the same time as everyone else in the gun rag business presents a few problems: You guys deserve better than the usual rote review, and we have standards. So figuring that most of these were probably going to be turned in to SBRs, we called in a few favors and got our hands on the factory collapsible stock and compact suppressor that turns an unwieldy handgun into a very handy carbine. In this condition, the MPX makes about the best truck gun or home defense weapon we've come across.

Elsewhere in this issue, we delve into the mind of master knife maker and industry icon Ernie Emerson, get advice on developing better intuition from our tame shrink, and head out of the gym and into the real world, courtesy of Buck Doyle. If the last time you got real estate advice was from a pleasant-smelling middle aged woman in an Audi, you might want to read Pat McNamara's article before you slap down a deposit on your next home. He brings insight that you just won't find at your local RE/MAX office.

For those readers who really like to get under the hood and kick the tires while stroking their beard, we present the best damn dissertation on how to outfit your workbench to dissect, service, and build an AR-15, courtesy of our very own Rob Curtis. Steven Kuo also gives the skinny on using Rob's tool selection to assemble your own version of Bentwood Gunsmithing's OIP, which currently claims the honor of being the world's lightest 5.56 semi auto — another RECOIL exclusive. And for those who are Jonesing for a CCW fix, a new issue of CONCEALMENT is currently in development — look for it on the newsstands in December.





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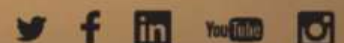
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Few of us think the end will come in the form of a wadded up T-shirt or floppy leather holster. But, it could. The Gadget replaces the Glock slide plate and adds a short arm on a hinged plate that rests on the cocked striker. Any rearward trigger movement pushes the striker back into The Gadget's arm, raising the hinged plate. Holster the gun with your thumb on the plate, and you'll feel (and resist) any movement of the trigger as it enters the holster. This is akin to holstering a 1911 with a thumb on the hammer. It's not an invitation for sloppy holstering, but it might make you worry less about your favorite T-shirt killing you.

**MAKE:**

Tau Development Group

**MODEL:**

The Gadget Striker Control Device

**MSRP:**

\$60

**URL:**

[www.taudevgroup.com](http://www.taudevgroup.com)

2

Oakley's Chamber Range Pack is a capable range bag masquerading as an everyday backpack. It's a reverse mullet setup with a large, padded laptop sleeve in the rear and a removable gun rug with mag loops up front. There's hook and loop for the included slide holster in the main pack and in the gun rug. Six pockets, plus the detachable gun rug, gives you 33 liters (2,000 cubic inches) of room to carry both work day and match day needs. For ammo, or gym clothes, the lower front pocket is bellowed to take up about a third of the main compartment while preventing lead from contaminating your lunch. It's one of the few range bags we've seen with grey-man, mass-market looks, but niche-market features.

**MAKE:**

Oakley

**MODEL:**

Chamber Range Pack

**MSRP:**

\$190

**URL:**

[www.oakley.com](http://www.oakley.com)

3

War Sport continues to both expand its product line and bolster the city of Robbins, North Carolina, by introducing War Ammunition-branded ammo. They started with 9mm (115-grain TMJ delivering 1,100 fps) and will probably expand next into .380, thus filling a gap in the market. Stringent testing protocols and pre-release trials using every breed and brand of 9mm handgun they could get on the range promise good performance for your blaster. War Sport's goal is to provide ammunition priced for training while providing match-grade performance. War Sport, by the way, is now the largest employer in Robbins and is looking to help the town reclaim the rifled roots first laid down by Alexander Kennedy and Kennedy Rifle Works on Mechanics Hill.

**MAKE:**

War Sport

**MODEL:**

9mm 115 gr TMJ (1,000 rounds in M2A1 can)

**MSRP:**

\$245 (introductory price)

**URL:**

[www.warsport-us.com](http://www.warsport-us.com)

4

You would be forgiven for thinking the image below is a photochop mashup of a SilencerCo Osprey and Salvo mounted on that Smith & Wesson M&P 22. But, in fact, you're looking at SilencerCo's new modular Osprey Micro. It's a full-auto-rated, .22-caliber wundercan that lets you set its length between 3 and 4.6 inches. SilencerCo reports sound levels between 127.6 db and 112.4 db depending on configuration. It comes with a proprietary 1/2x28 rapid attach adapter and all the tools you need to get going. Photo: SilencerCo/Dewey Keithly

**MAKE:**

SilencerCo

**MODEL:**

Osprey Micro

**MATERIAL:**

17-4 Stainless Steel

**MSRP:**

\$599

**URL:**

[www.silencerco.com](http://www.silencerco.com)





# EXTENDED GUN

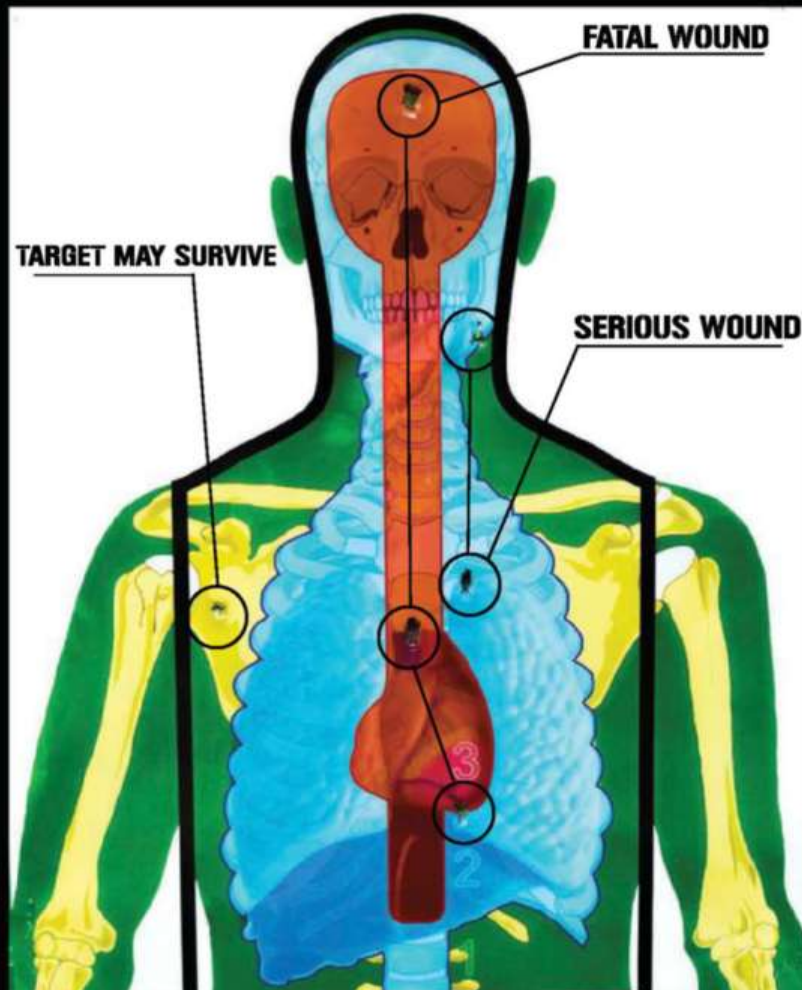
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5

The new MRO (Miniature Rifle Optic) from Trijicon is creating quite a stir. A 2 MOA rifle optic with eight brightness settings (including two for Night Vision Devices and one *really* bright one for use with WMLs), the MRO is just 2.6 inches long and dresses out at 4.1 ounces sans batteries. It's waterproof to 100 feet, was tested for use in temps ranging from 60 below to 160 degrees Fahrenheit, and is housed in 7075-T6 aluminum. The new micro optic is powered by a single CR2032 battery that Trijicon says will yield five years of use, and features reticle movement in ½ MOA increments for use with a parallax free 25mm objective lens.

**MAKE:**

Trijicon

**MODEL:**

MRO

**MSRP:**

\$579 by itself, \$629 with mount

**URL:**

www.trijicon.com

6

Hazard 4 makes some of the most durable, user-friendly products on the market, and the Overwatch is no exception. What looks like a good-sized day-pack can unfurl to become a rifle bag capable of carrying various long-guns with inner compression straps. Sleeves on the top and bottom of the pack can be rolled up or down as far as you need, holding firearms of various lengths and in various positions (e.g. it can be longer at the bottom if you need more headroom clearance or longer at the top if you need to stay upright and mobile). There's a hard, thermoformed section to protect sunglasses or valuable accessories, as well as a larger organizer pocket for knives, lights, and other tools. Plus, it comes with a removable, MOLLE-compatible waist belt that can be worn alone as a mounting surface for pouches or bags. The Overwatch comes in black or coyote. For an additional \$25, you can get it in MultiCam.

**MAKE:**

Hazard 4

**MODEL:**

Overwatch

**MSRP:**

\$290, \$315 (MultiCam)

**URL:**

www.hazard4.com

7

Some things just fit together like locks and keys, gloves and hands, condoms and, well, you get the picture. The same can be said of the recently released HC11 holster from Recover Tactical, as it's made specifically for 1911s that have Recover's CC3H grip and rail system. Designed for a natural draw stroke, it's available for righties and lefties with either an active or passive lock. Though it comes in only black as of press time, more colors should be available later in 2015.

**MAKE:**

Recover Tactical

**MODEL:**

HC11 Holster for 1911

**MSRP:**

\$60

**URL:**

www.recovertactical.com

8

Electronic hearing protection is invaluable on the range. It protects your ears while facilitating polite conversation, the passage of range commands, and situational awareness. The Peltor Sport Tactical 100 provides 22 dB of noise reduction and its electronics pipe surrounding sounds into the headset, while suppressing the sound of gun shots. You can use comm gear or just rock your tunes through an audio input jack. The low-profile ear cups provide clearance for a long gun's buttstock, and we found the Sport 100 to be pretty comfortable. The audio quality is good, though higher end models are better, and we thought the maximum volume could be louder.

**MAKE:**

3M Peltor Sport

**MODEL:**

Tactical 100

**MSRP:**

\$149

**URL:**

www.3m.com/PeltorComms

9

You're probably thinking that the world needs another Glock aftermarket trigger like it needs another Clinton in the White House. But the Lone Wolf Ultimate Adjustable Trigger brings some nice features to the table. It lets you adjust pre-travel and over-travel by simply removing the slide assembly and adjusting set screws on the trigger. You needn't do the time worn dance of install-test-uninstall-adjust-reinstall-test-and-repeat. At least that's the idea — the pre-travel screw was easily accessed, but we found the over-travel screw to be fussy to adjust, given limited range of motion for the Allen wrench inside the frame. On its own, the trigger shoe is smooth billet aluminum and quite comfortable. Combine it with other aftermarket components to get the exact feel you seek.

**MAKE:**

Lone Wolf Distributors

**MODEL:**

Ultimate Adjustable Trigger

**MSRP:**

Starting at \$50

**URL:**

www.lonewolfdist.com

8

7

6

9



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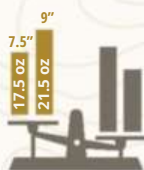
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# 10

There's no shortage of products promising to up your shooting game. Some keep their promise, but few as well as the Bradley Cheek Rest. You could load your bolt-action stock up with fiberglass or wads of 100-mile-an-hour tape covered cardboard, but that's a sticky, messy pain in the cheek. The Bradley combines some kind of hard-shelled alien skin, some Velcro straps, and a nonslip pad to create an adjustable cheek-rest that feels like laying your face on a lingerie model's shin. Run the setup with just the base pad for a modest rise in cheek-weld or screw on the second level for up to 1.5 inches of additional height. You can even offset the screws to get a little sideways adjustment. We don't know enough big sciency words to explain how some plastic sheets and strapping can feel as solid as the Bradley does, so we won't bother trying. Just strap it on, close your eyes, and feel the shin.

**MAKE:**  
Bradley

**MODEL:**  
Adjustable Cheekrest

**MSRP:**  
\$120

**URL:**  
[www.bradleycheekrest.com](http://www.bradleycheekrest.com)

# 11

Team Wendy's newest helmet marks the company's entry into full bore ballistic protection. The small American company has supplied helmet pads that increase protection and comfort to service members since the beginning of the GWOT. Its latest product marks the company's entry into the ballistic helmet market. EXFIL Ballistic is no toe-in-the-water attempt, though. Its NIJ IIIA ballistic rating, class-leading weight, BOA adjustment system, exceptionally adaptable accessory rail, and the included Wilcox NVG shroud position it as a top competitor in a no-bullshit-allowed product category.

**MAKE:**  
Team Wendy

**MODEL:**  
EXFIL Ballistic Helmet

**MSRP:**  
\$963

**URL:**  
[www.teamwendy.com](http://www.teamwendy.com)

# 12

You read it here first — everyone's favorite mint-scented lubricant is now available in a new Extreme version. The new FrogLube Extreme liquid CLP (Clean Lube Protect) performs across an extremely wide temperature range, from 44 degrees below zero to 140 degrees F. It won't freeze, and it won't burn off. It even micronizes fouling to a sort of powdered form. And it's bio-based — non-petroleum, non-flammable, and non-hazmat. Comes in a 1.5-ounce, twist-snap closure, precision-application squeeze tube.

**MAKE:**  
FrogLube

**MODEL:**  
FrogLube Extreme

**MSRP:**  
\$16

**URL:**  
[www.froglube.com](http://www.froglube.com)

# 13

Reminiscent of the binder clips you use to file your TPS reports every week, the spring steel Ulticlip holster clips are designed to provide superior retention over other designs while remaining extremely low profile. The clamping metal tab hooks around to dig into whatever material you slip it over, whether pants, shorts, or a divider in a purse — and doesn't rely upon a belt to keep the holster in place like many other holster clips. At only 0.375 inches thick and with less than 1.4 inches of the clamping tab showing, they're also very discreet. They replace holster clips that slip in or screw on. Note that there's only one screw hole in the Ulticlip, while many of our Kydex holsters use two screws per clip. The Ulticlips worked fine, but we'd probably drill a second hole for peace of mind. Also, some of our holsters had belt clips of different lengths (the longer one secured lower on the holster than the other) and were thus incompatible with the Ulticlips.

**MAKE:**  
Ulticlip

**MODEL:**  
Ulticlip

**MSRP:**  
\$10

**URL:**  
[www.ulticlip.com](http://www.ulticlip.com)

# 14

You've saved weight and space on the optic, so why put a big 'ole mount beneath it? Because your nail-hammering-tough T-2 will continue to run long after those skeletonized, micro-weight, art-project mounts get twisted up like an empty tin can on their first doorframe encounter. Don't get us wrong, lightweight mounts have their place, but not on a duty gun. For that role, Hakkan Spuhr gives us the Spuhr Aimpoint Micro mount. Machined from a solid chunk of 7075 series aluminum, the mount comes in several heights and features a Spuhr Mounts interface for mounting accessories; great for adding gear to guns with limited or no rail space.

**MAKE:**  
Spuhr Mount

**MODEL:**  
SM-2007B T-1/T-2 Mount

**MSRP:**  
\$154

**URL:**  
[www.spuhr.biz](http://www.spuhr.biz)





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[www.olightworld.com](http://www.olightworld.com)



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ISSUE 21

28

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# CODY FIREARMS MUSEUM

LOCATED IN THE WILDS OF WYOMING, THIS BIG COLLECTION IS A LITTLE-KNOWN GEM

BY IAIN HARRISON

PHOTOS BY KENDA LENSEIGNE

The Cody Firearms Museum has a problem. It's not due to their collection, which is one of the most comprehensive in the country. It's not down to their building, which offers 45,000 square feet of guns, and, as part of the Buffalo Bill Center, is located on a 7-acre exhibition space. Rather, it's due to the perception it only deals with

"cowboy guns," and therefore probably doesn't have anything to offer the black rifle enthusiast, which is about as wrong as it's possible to be.

Less than an hour from the east gate of Yellowstone National Park lies the tourist town of Cody, surrounded by the kind of topography that makes cubicle-dwellers pine for the great open spaces of American West and draws thousands

of ski bums, incurable romantics, and those unfortunate souls who live to experience the majesty of granite peaks via the medium of an iPhone screen. Walking down a sidewalk in town means dodging smartphone-enthralled idiots who only look up from their Facebook feed to snap selfies, oblivious to the awe-inspiring scenery surrounding them. Such is modern life.

Engraved by Gustave Young, these revolvers belonged to some dude named Colt. Yes, *that* Colt.







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All original 1914 BSA-made Lewis LMG in 303 Brit.



Prototype Winchester light rifle, developed for one of the many SPIW projects.



The Cody Firearms Museum is housed within the wider confines of the Buffalo Bill Center, founded in 1917, which just happened to be the same year as the showman's death. In 1981, the Olin Corporation sold off its Winchester firearms manufacturing division to FN Herstal, but kept the company's archives and gun collection, along with manufacturing drawings, prototypes, and other random bits of intellectual property. After gathering dust for seven years, the collection was donated to the Buffalo Bill Center where it was installed in its own wing and put on display in 1991.

Starting out with about 4,000 guns from the Winchester collection, the museum has expanded to over 7,000 firearms of all types and around 20,000 firearm artifacts. Many of the guns are unique treasures of American gunmaking that bear witness to epochal events in this nation's history. Teddy Roosevelt's Winchester '93 sits in the same building as Sam Colt's personal revolvers. Presentation guns from Presidents Coolidge, Johnson, Roosevelt, Reagan, and JFK are housed here, along with



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Winchester prototype LMG in .30-06 based on the Garand, with influence from the BM59.



the Winchester '97 shotgun that Henry Ford gave to his buddy, Harvey Firestone. Carbine Williams' prototype M1 is on display, as is the Volcanic Repeating Arms serial number 1.

Once inside the campus, visitors are free to roam around the five individual museums making up the Buffalo Bill Center of the West, which is a boon if you happen to be visiting with family members who might not appreciate the finer points of a debate between fans of Roper and Greener over who did the most to develop the shotgun choke (and yes, there are examples of each on display). In addition to the Cody Firearms Museum, one Jackson gets you a two-day pass to the Draper Natural History Museum, the Buffalo Bill Museum, the Plains Indian Museum, and the Whitney Western Art Museum, which for 20 hours of entertainment is a screamingly good deal.

Although the Center is currently one of the best values for fans of things that go bang, there are plans afoot for an expansion in the next couple of years that'll dramatically increase the number of items on display. We weaseled our way into the vaults for a preview of some of the guns that will eventually see the light of day. An hour of opening safes was punctuated with lots of "oohs" and "ahhs," along with more than one "holy crap!"



Johnson Automatic Rifle from 1941, select fire with wood stock and rotary magazine.



1947 development of the Johnson, which turned it into an LMG.







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Japanese Taisho 3 Type 92 heavy machine  
gun in 6.5x50 Arisaka weighs almost as  
much as a .50 cal M2!



"The museum is currently in the fundraising stage of our \$10 million expansion," explained Curator Ashley Hlebnsky. "We're working with Gallagher and Associates [who designed the National WWII museum – see RECOIL Issue 12] to design a space that will increase the number of guns on display and also allow the 60 percent of our visitors who have never touched a gun to handle one in a safe and educational environment."

Hlebnsky, who previously worked at the Smithsonian is exactly the kind of ambassador the shooting community needs. Torrentially well informed, passionate to the point of geekery, and blessed with a wicked sense of humor, she can swill whiskey and smoke cigars while holding forth on black powder muskets until your eyes glaze over. Spreading the gospel of responsible firearms ownership has never been more important, and being able to demystify an inanimate object while educating the public about its role in the nation's history goes a long way toward countering negative publicity



BAR cutaway in pristine condition.





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One of several Stoner 63s in the collection, this one has both carbine and rifle barrels as well as folding stocks in addition to the right-hand belt-fed setup shown.



Long-recoil operated Madsen MG saw service from 1902 through to 1996, making it one of the longest serving machine guns in the world.



in conventional media. By surrounding modern guns with their antecedents, the viewer is able to see a direct link not only to our past, but to the development of the firearm as it evolved from matchlock, to wheel lock, to flintlock, to percussion, and finally to cartridge arms. Placed in context, our plastic and alloy self-loaders don't seem so scary when they're sitting in a case next to the most advanced guns of previous generations.

Although the Cody Firearms Museum is off the beaten path in the least populous state of the union, there are enough guns, scenery, and activities available in the area to make it well worth the detour, should you find yourself within a day's drive. Or make it a destination and experience the awe-inspiring wide-open spaces of the Intermountain West, while soaking in frontier history. ■



The Cody Firearms Museum is home to numerous oddities such as this one: a four-barrel 12-gauge shotgun known as the Liberator.

#### CODY FIREARMS MUSEUM

**ADDRESS:**  
720 Sheridan Ave, Cody, WY 82414

**HOURS:**  
9 a.m. to 6 p.m.

**ADMISSION:**  
Adults, \$19; children ages 6 to 17, \$11; ages 6 and younger, free

**URL:**  
[www.centerofthewest.org](http://www.centerofthewest.org)





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# GREEN BARRAGE

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BY JOHN SCHWARTZE  
PHOTOS BY Q CONCEPTS

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SIX-SPEED MANUAL

[WWW.GREENBERETFUNDATION.ORG](http://WWW.GREENBERETFUNDATION.ORG)  
[WWW.ROADARMOR.COM](http://WWW.ROADARMOR.COM)  
[WWW.STARWOODMOTORS.COM](http://WWW.STARWOODMOTORS.COM)





Raising awareness for a charity is no easy feat, particularly one focused on helping a group that doesn't seek attention and prides itself on being "quiet professionals." The Green Beret Foundation (GBF) was started in 2009 to give back to those who've served in its ranks and their families, as well as get the public interested in who the U.S. Army Special Forces are and what it takes to become one. When the idea was tabled to build a vehicle that could tour various events and get people excited about the organization's cause,

you can bet that it was going to be as resilient, practical, and ballsy as the soldiers it was representing. In other words, trailer queens need not apply.

Mark Hanson, owner of Road Armor, had previously worked with Scotty Neil, former director of strategic development for the GBF, on an F-150 operator truck and began discussing something the GBF could use to promote their efforts. Other local Special Forces (SF) soldiers also became involved in providing ideas for a vehicle build that was as operationally accurate as possible by incorporating field-tested gear, as well as features they would have liked. After picking enough brains, the end result truly represented the Green Berets, what they did, and could also be used as a driver, rather than just a showpiece. Yes, this thing has already been out slinging mud in Moab, Utah.

A jeep seemed like the platform that would truly epitomize the U.S. Army, so a 2014 JK Rubicon was selected. The body was treated to a heavy helping of Road Armor products, including their bumpers, pillar light mounts, fenders,

rocker panels, and rocker guards. Mark worked with Starwood Motors to duplicate the color of the group's distinctive headgear. The Kevlar-based coating is an exact match that came from hours of mixing pigment and holding it up to actual green berets. The center console has also been embroidered with the Green Berets' crest and mantra. An assortment of light bars and rock lights have also been added.

The stock motor was ditched in favor of a 6.4 Hemi with a more aggressive cam. A Fox adjustable coilover conversion with a 6-inch lift takes care of the underpinnings. The interior sports Ferrari leather stitched up with green thread and features a Lowrance chart plotter, Cobra CB radio, and even paracord grab handles that soldiers commonly make out in the field. It's all riding on Fuel Wheels and Nitto rubber. And of course there's the firepower. A top panel mount was made for a .50-caliber





**1 MINIGUN**

**MAKE:**  
Garwood Industries  
**MODEL:**  
M134G 7.62mm  
**URL:**  
www.garwoodindustries.com

**2 UPPER LIGHT BAR**

**MAKE:**  
Rigid Industries  
**MODEL:**  
E-Series  
**URL:**  
www.rigidindustries.com

**3 RED LIGHTS**

**MAKE:**  
Rigid Industries  
**MODEL:**  
D-Series  
**URL:**  
www.rigidindustries.com

**4 HOOD**

**MAKE:**  
AEV  
**MODEL:**  
JK Heat Reduction Hood  
**URL:**  
www.aev-conversions.com

**5 FRONT BUMPER**

**MAKE:**  
Road Armor  
**MODEL:**  
509R4B, Front Stubby bumper with Stinger  
**URL:**  
www.roadarmor.com

**6 WINCH**

**MAKE:**  
Warn  
**MODEL:**  
Zeon 10k  
**URL:**  
www.warn.com

**7 WHEELS**

**MAKE:**  
Fuel  
**MODEL:**  
HD7  
**URL:**  
www.fueloffroad.com

**8 TIRES**

**MAKE:**  
Nitto  
**MODEL:**  
Trail Grappler 37x12.5R20  
**URL:**  
www.nittotire.com

**9 REAR FENDERS**

**MAKE:**  
Road Armor  
**MODEL:**  
JK200  
**URL:**  
www.roadarmor.com

**10 FRONT FENDERS**

**MAKE:**  
Road Armor  
**MODEL:**  
JK100F  
**URL:**  
www.roadarmor.com

**11 BODY ARMOR**

**MAKE:**  
Road Armor  
**MODEL:**  
JK300  
**URL:**  
www.roadarmor.com

**12 PILLAR LIGHT BAR MOUNT**

**MAKE:**  
Road Armor  
**MODEL:**  
JK50D  
**URL:**  
www.roadarmor.com

**13 FRONT RIFLE MOUNT**

**MAKE:**  
GunnerFab  
**MODEL:**  
CO-JKD  
**URL:**  
www.conditionzeromounts.com

**14 RIFLE**

**MAKE:**  
5 Toes Custom  
**MODEL:**  
AR-15 .300 Blackout  
**URL:**  
www.5toescustom.com

**15 CHART PLOTTER**

**MAKE:**  
Lowrance  
**MODEL:**  
HD7  
**URL:**  
www.lowrance.com

**GREEN BARRAGE**

machine gun or minigun. Mounts were also attached for M4s on the front doorways and for M249 SAWs on the rear doorways. Fast, functional, and f\*cking machine guns — what more could you ask for?

Since debuting at SEMA 2014, the GBF Jeep has been met with much more fanfare than anyone expected. Even veterans comment on the little touches and ask how the builders accomplished what they did. On a vehicle used for promoting a military charity, we're not sure you could ask for better compliments than that. For providing the Green Berets a chance to have something tangible that pays homage to their service and gets them some much-needed support, it's definitely mission accomplished. ■



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SATIN BLACK  
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SATIN BLACK MACHINED  
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SATIN BLACK  
12x7, 14x7, 17X7

M16

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ATV TIRE SHOW: INTERCO SWAMPLITE



[WWW.INTERCOTIRE.COM](http://WWW.INTERCOTIRE.COM)



## GREEN BARRAGE

1  
2  
3  
4  
5**1 MACHINEGUNS****MAKE:**

FNH

**MODEL:**

M240 &amp; M249

**URL:**[www.fnhusa.com](http://www.fnhusa.com)**2 REAR RIFLE MOUNT****MAKE:**

Road Armor

**MODEL:**

custom made

**URL:**[www.roadarmor.com](http://www.roadarmor.com)**3 CAGE NETTING****MAKE:**

Safari Straps

**MODEL:**

Jeep JK 4DR

**URL:**[www.safaristraps.com](http://www.safaristraps.com)**4 REAR BUMPER****MAKE:**

Road Armor

**MODEL:**

Rear bumper with Tire Carrier

**URL:**[www.roadarmor.com](http://www.roadarmor.com)**5 REAR BUMPER LIGHTS****MAKE:**

Rigid Industries

**MODEL:**

SRM

**URL:**[www.rigidindustries.com](http://www.rigidindustries.com)**6 ROCK LIGHTS****MAKE:**

Rigid Industries

**MODEL:**

A-Series Rock Light

**URL:**[www.rigidindustries.com](http://www.rigidindustries.com)

(Not visible under vehicle)

# GREEN BERET FOUNDATION



They say necessity is the mother of invention. Providing assistance to those who are trained to put others first and not ask for help is indeed a unique challenge that would probably explain the absence of an organization specifically focused on the U.S. Army Special Forces (SF)...until now. The Green Beret Foundation was created to fill the void and provide direct and continuous support to the SF community and their families. "We look at each case individually and develop care and transition plans," says Jen Paquette, executive director of the GBF. "We call this a family business, it's Green Berets supporting Green Berets."

Paquette knows firsthand the wide gaps that exist in the system after her SF husband was injured by an IED. During that time she, her husband, fellow Green Beret veteran Aaron Anderson, and a founding board of directors worked together to start the foundation. Today it has grown to a multi-million-dollar organization. "There are unique obstacles that need to be navigated. We're always focused on getting them



the help they need because we're familiar with the process and work to reduce the ambiguity and delays," Paquette says. "We took something from nothing, but now it's part of the regiment and they depend on us." From casualty care to extended care to family care to transition expertise, the GBF is truly a group that's been long overdue, but has gained an incredible amount of traction in a short time. To learn more or make a donation, visit [www.greenberetfoundation.org](http://www.greenberetfoundation.org).



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**Performance:** Peltor Sport products perform – on the range, in the field and anywhere else you need excellent protection.

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**SECUREFIT™**  
Safety Eyewear – tinted lens



**TACTICAL 100**  
Electronic Hearing Protector



BY PATRICK VUONG

We tend to think of carbon fiber as a modern marvel that has allowed for amazing human accomplishments. But the truth is that it goes way back to the late 19th century — Thomas Edison baked cotton and bamboo to make carbon-fiber filaments for his light bulb prototypes. In 1958, physicist Roger Bacon officially invented the carbon fibers we know today by heating rayon strands until they carbonized.

What exactly are they? They're made of teeny strands of carbon that are tightly woven and bound with a resin. Sometimes called graphite fibers, they're super stiff and have a superior strength-to-weight ratio compared to steel while being resistant to corrosion, expansion, and

temperature. Plus, they're versatile because they can have various densities and take on shapes that are limited only by their manufacturer's imagination. Oh, and their futuristic look might float your boat. But they're not without their flaws. Under intense stress, carbon fibers

can crack because they're brittle. Plus, they're expensive to produce.

Still, they've been used in everything from cars and spaceships to loudspeakers and rifle barrels. So, in this issue we take a stab at this Space Age material by looking at the pros and

**1 MAKE:**  
Benchmade Knife Company  
**MODEL:**  
484-1 Nakamura Axis  
**OAL:**  
7 inches  
**BLADE LENGTH:**  
3.08 inches  
**BLADE MATERIAL:**  
S90V stainless steel  
**WEIGHT:**  
3.52 ounces  
**MSRP:**  
\$315  
**URL:**  
www.benchmade.com

**2 MAKE:**  
Southern Grind  
**MODEL:**  
Spider Monkey  
**OAL:**  
7.38 inches  
**BLADE LENGTH:**  
3.25 inches  
**BLADE MATERIAL:**  
S35VN  
**WEIGHT:**  
3.2 ounces  
**MSRP:**  
\$220  
**URL:**  
www.southerngrind.com

**3 MAKE:**  
Spyderco Inc.  
**MODEL:**  
Rubicon  
**OAL:**  
7.44 inches  
**BLADE LENGTH:**  
3.04 inches  
**BLADE MATERIAL:**  
S30V stainless steel  
**WEIGHT:**  
4.3 ounces  
**MSRP:**  
\$500  
**URL:**  
www.spyderco.com

**4 MAKE:**  
Zero Tolerance  
**MODEL:**  
0770CF  
**OAL:**  
7.5 inches  
**BLADE LENGTH:**  
3.25 inches  
**BLADE MATERIAL:**  
Elmax stainless steel  
**WEIGHT:**  
3 ounces  
**MSRP:**  
\$225  
**URL:**  
www.zerotoleranceknives.com

**5 MAKE:**  
DPx Gear, Inc.  
**MODEL:**  
HEST/F Shred  
**OAL:**  
7.63 inches  
**BLADE LENGTH:**  
3.15 inches  
**BLADE MATERIAL:**  
Sleipner tool steel  
**WEIGHT:**  
4.75 ounces  
**MSRP:**  
\$325  
**URL:**  
www.dpxgear.com

**6 MAKE:**  
Boker Plus  
**MODEL:**  
Urban Trapper Carbon  
**OAL:**  
7.63 inches  
**BLADE LENGTH:**  
3.43 inches  
**BLADE MATERIAL:**  
VG-10  
**WEIGHT:**  
1.8 ounces  
**MSRP:**  
\$160  
**URL:**  
www.boker.de/us

**7 MAKE:**  
Red Horse Knife Works  
**MODEL:**  
Frost Hammer  
**OAL:**  
7.81 inches  
**BLADE LENGTH:**  
3.25 inches  
**BLADE MATERIAL:**  
154CPM stainless steel  
**WEIGHT:**  
5.6 ounces  
**MSRP:**  
\$498, \$648 as shown  
**URL:**  
www.redhorseknifeworks.com





FLIP THE PAGE FOR MORE DETAILS ON EACH KNIFE.

cons of having knives with carbon-fiber handles.

Across the board, we found that they don't offer any practical advantages over titanium as a knife scale, yet have the potential to be damaged more easily. Plus, they're way more expensive than G-10. On a positive note, they're not as

slippery as we expected — all the knives stayed in our grip even after being soaked in water. If you're a knife nut and have the cash, you might find a model or two featured in this column that catches your eye. Flip the page to find out which ones we fancied. ■



9"

8"

7"

6"

5"

4"

3"

2"

1"





# INTERROGATING THE UNUSUAL SUSPECTS

## BENCHMADE 484-1



### 411:

The 484-1 features a contoured carbon-fiber handle, a drop-point blade, and blue anodized-aluminum spacers and pivot bushing. Benchmade's patented and ambi Axis lock keeps the blade's opening and closing smooth and safe. Pocket clip is adjustable for lefties and righties. Made in the USA.

### PROS:

- ▶ Everything about it spells elegant.
- ▶ The premium S90V steel makes the blade fantastic for everyday carry (EDC).
- ▶ Lightweight, but still feels balanced.
- ▶ The handle fits perfectly in hand — whether with a hammer grip, saber grip, or Filipino grip.

### CONS:

- ▶ Abuse it enough, and the carbon fiber will scuff.
- ▶ Unless we start sh\*tting Sacagawea coins every morning, we probably won't EDC the 484-1 often for fear of damaging this \$315 investment.

## SOUTHERN GRIND SPIDER MONKEY



### 411:

This is the first knife by Southern Grind that we've fondled. It's safe to say it won't be the last. The craftsmanship that went into this model is evident by the titanium lock and liners and S35VN blade steel. Founded by country singer Zac Brown, Southern Grind makes all of its knives in the USA, including this one.

### PROS:

- ▶ The badass drop-point blade is tough, sharp, and versatile.
- ▶ The carbon-fiber's textured matte finish is surprisingly grippy.
- ▶ The blade's thumb ramp on the spine has a rapid decline that acts like a modified Emerson wave-shaped opener, catching on your pocket and opening the blade as you draw.

### CONS:

- ▶ The finger choil is cut a tad too deep, forcing us to modify our grip awkwardly.
- ▶ The carbon fiber gets scratched and flakes off easily on small impacts.
- ▶ We're not fans of the short-by-wide pocket clip.

## SPYDERCO RUBICON



### 411:

Say hello to the Bugatti Veyron of this buyer's guide. The solid carbon-fiber scales have been polished to a high finish, the skeletonized titanium liners add strength to the liner-lock, and the S30V blade has a deep hollow grind on the primary bevel and flat-ground false edge to enhance blade geometry and versatility.

### PROS:

- ▶ This knife cuts like a laser.
- ▶ The handle is beautifully crafted and quite ergonomic.
- ▶ Both the trademarked thumb hole and the flipper tab open the knife smoothly.

### CONS:

- ▶ Sorry, left-handers, but the pocket clip is fixed for righties only.
- ▶ Did you hear something? It's the sound of your wallet screaming at the \$500 price tag.
- ▶ The orange G-10 spacer has ridges for traction, but actually creates hotspots on your palm even after short use.

## ZERO TOLERANCE 0770CF



### 411:

Zero Tolerance (ZT) has been on a low-carb kick this year and recently released several models that are uncharacteristically slim. This is one such model. It's a more streamlined version of the beefier limited-edition 0777, but with smoother lines and a blade made of Elmax (marketed as the new "super steel"). Made in the USA.

### PROS:

- ▶ This is the Olivia Munn of the bunch: slim and sexy as hell.
- ▶ ZT's SpeedSafe assisted-opening flipper tab is lightning fast.
- ▶ Elmax blade is razor-like, tough as nails, and corrosion resistant.
- ▶ The handle is designed in such a way that it's comfortable regardless of your grip preference.

### CONS:

- ▶ Nitpicking here: Though quite modified from a traditional sheepfoot shape to increase versatility, the blade isn't as effective at point utility and penetrating as other blade shapes might be.

## DPX GEAR HEST/F SHRED



### 411:

DPx stands for "dangerous places extreme." Sounds like marketing mumbo-jumbo? Not so when the company's founder and designer is Robert Young Pelton, an author and documentarian who has survived dozens of conflict zones and interviewed some of the most wanted men in the world. This knife is a reflection of his survival needs.

### PROS:

- ▶ The tough carbon-fiber scale has a unique pattern.
- ▶ It's loaded with integrated features, like a bottle opener that can catch on your pocket and deploy the blade with the right draw-stroke.
- ▶ LionSTEEL RotoBlock dial turns this folder into a virtual fixed blade for heavy use.

### CONS:

- ▶ Frame-lock folders require you to adjust your grip to close the blade; otherwise your middle, ring, and pinky fingers will unwittingly fight against your thumb as it tries to push the frame-lock out of the way of the blade. The HEST/F Shred has this inconvenient factor, too.

## BOKER PLUS URBAN TRAPPER CARBON



### 411:

Boker Plus blades are made in China and Taiwan — Boker's line of German-engineered tools made at lower costs. This gentleman's knife is from this line yet features carbon-fiber scales on a titanium handle and a VG-10 drop-point blade that's operated with a flipper tab. Also, it's the slimmest, lightest, and cheapest of the bunch.

### PROS:

- ▶ Aesthetically pleasing — looks like an updated stiletto, but with a more low-profile, distinguished appearance.
- ▶ The VG-10 steel slices like a laser, holds its edge, and laughs in the face of stains.
- ▶ If you're looking for something light and compact, this might be your Huckleberry.

### CONS:

- ▶ Some might find this to be like Keira Knightley: attractive, but way too skinny for your liking.
- ▶ The pivot has too little friction so the blade could fall quickly on your thumb if you're not careful when closing it. Ask us how we know this...

## RED HORSE KNIFE WORKS FROST HAMMER



### 411:

If all the knives in this buyer's guide were Iron Man suits, this would be the Hulkbuster model. It's a beefed-up gentleman's folder with carbon-fiber scales on chunky titanium liners and CPM 154 stainless steel for the 0.157-inch-thick blade. Made in the USA. (Note: The stock version doesn't come with carbon fiber, which comes at a premium.)

### PROS:

- ▶ Art deco style meets state-of-the-art materials and construction.
- ▶ The sharp stiletto-style blade has all sorts of sophisticated work.
- ▶ The scales from Ghost Carbon Fiber Inc. don't just look gorgeous — they feel great in hand and don't scuff or flake off like the other handles do when we bang them up.

### CONS:

- ▶ We know its bulk is intentional, but still, it's competing with the iPhone 6 Plus as the biggest thing you try to stuff in your pocket.
- ▶ Hide the bill — your wife will freak when she sees the price tag.





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Like a character in a bad horror movie, the 9mm subgun seems destined to return time after time, despite every effort to declare it dead and buried. First, the intermediate caliber assault rifle seemed destined to replace it in every possible role. Then the micro-caliber personal defense weapon, or PDW seemed to have sunk the final nail in its coffin, filling its shoes when specialist troops such as vehicle crews whined that their carbines were too big to fit inside driver compartments.

Despite the very real advantages offered by 4.6 and 5.7mm rounds, the logistics chain simply didn't need yet another caliber to source, manage, and deliver to the point of use, especially when 9mm Luger was already in the system and would do the 80 percent of the job, 90 percent as well. The Swiss, legendary spreadsheet experts that they are, were the most recent country to do the math and settled on

# NEXT GEN SUB GUN

## AND YOU THOUGHT 9MM SMGs WERE DEAD...

BY IAIN HARRISON | PHOTOS BY STRAIGHT 8 AND KENDA LENSEIGNE

B&T's MP9-N as the sidearm for troops who didn't need a StG90. They are reportedly very happy with them. (See RECOIL Issue 17 for insight). Similar to American experience with the M4 and

its 5.56mm round, they're good enough for government work, and any improvements gained by adopting a new platform and caliber would outweigh the arse ache involved in the switch.



It was against this background that SIG SAUER embarked on a program to develop the next-generation 9mm submachine gun, a position in western countries that's been filled for the last 50 years by the Heckler & Koch MP5. With HK placing greater emphasis on their MP7 line and in-service MP5s racking up the miles, it made good business sense to offer an alternative for professional users looking to update their tools. Enter the MPX.

## MPX

When it was unveiled at SHOT Show 2013, the MPX was the gun everyone was talking about. It then languished in development purgatory for 18 months, while engineers split hairs, marketing staff teased us with videos, and the shooting public growled, "Release the damn guns, already." As you delve deeper into this neat little gat, it's obvious that a great

deal of thought and work has gone into it — according to SIG, their staff burned through 11 million rounds in R&D last year, mainly on the MCX and MPX lines.

We received one of the first pistol variants for T&E, but figuring that a lot of people are going to want to add a stock to this after getting their tax stamp, we also arranged for an SBR variant to make its way to into our grubby paws. Here's what we found out.

The MPX differs from any other 9mm carbine currently on the market in that it's gas operated — a quick glance at a live round is all it takes to figure out why this might be a significant achievement, as there simply isn't much in the way of powder (and therefore gas) to work with. Rifle rounds? No problem — there's around 25 grains of powder in a 5.56 case to power the gun, but only 1/5th of that in a 9mm, which is compounded

by much lower chamber pressure. To counter this, SIG moved the gas port closer to the chamber. How much closer? Well, an AR-15's carbine length gas system uses a port situated about 6 inches ahead of the case mouth. The MPX's lies only about 0.125 inches out.

Because the bullet barely has time to leave the case before the gas system comes into play, it's very sensitive to changes in ammo. Or at least, it would be had SIG not incorporated a self-adjusting valve to keep operating pressures on an even keel. In order to test its effectiveness, we loaded up a mag with whatever random 9mm rounds had accumulated on the editorial desk: 115-grain American Eagle FMJ, 147 grain +P hollow points, a few 9mm Major reloads from the race gun elsewhere in this issue...you get the picture. Lighting them off proved to be utterly uneventful (apart from the

This is about as far as you'll ever need to break down an MPX. Note tiny piston top right.





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## NEXT GEN SUBGUN

Polycarbonate magazine by Lancer features steel feed lips and gives instant feedback on ready-use ammo.

Next gen subgun, meet next gen red dot. Leupold's LCO is an ideal, if pricey companion to the SIG.

One of the tweaks SIG made to ensure reliability with all ammo types was to cut back the feed lips on the original magazine design, which was meant to ensure positive feeding all the way into the chamber. Weak sauce 9mm hung up halfway on the feed ramps.





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running commentary of our training partner, which went, "...mild, mild, spicy, mild, habanero!"), with the bolt failing to outrun the mag springs and having enough velocity to pick up the next round, every single time.

For those concerned about a malfunctioning gas valve bringing the show to a screeching halt, don't be. If it gums up with carbon, then a full gas charge hits the piston, rather than a metered charge — your gun will wear out a little faster, but it'll continue to run. Due to minimal gas volume and pressure, care has been taken to keep as much of it inside the system until it's done its job. If you think there's something familiar about the gas plug and piston, it's because both employ a one-piece McFarland gas ring from an AR bolt to seal the deal. Clever, cheap, and readily available should you ever need a spare.

The piston acts on a bolt carrier housing a multi-lugged rotating bolt, which has some nicely executed design features. Its bottom lug doesn't lock up against a corresponding twin in the barrel extension, but instead is both enlarged and extended to push rounds out of the magazine and scoop them into the action. The four remaining bolt lugs appear to be overengineered for

pistol-caliber rounds and are contoured in order to eliminate stress risers. An AR-style extractor yanks empties out of the chamber, while a replaceable AK-type fixed ejector kicks them out of the gun.

Covering the gas block and barrel is a removable rail section, which is retained by the front takedown pin and slides in grooves cut in the upper receiver extension. Adding a different-length rail section (to cover a suppressor, for example) is simply a matter of pushing out the pin and sliding in the new one. Removing the handguard reveals a pair of Torx headed bolts, which keep the barrel in place. Swapping barrels takes about two minutes, which is a good thing, as you're going to get familiar with the process if you need to

clean the gas system. About the only niggle we have with the gun is that accessing the gas block is a royal pain, shrouded as it is by the upper receiver extension. The loud end is threaded 13.5x1mm LH to prevent dumbasses from screwing a .22 or .30 caliber can onto a 9mm, but which complicates matters for those of us who can think. We contacted our friends at Liberty Suppressors for an adapter for the Mystic X, and then sent a couple of mags worth of 147-grain subsonic ammo through it — compared to the tiny SIG SRD9 pictured on the cover, the Mystic X has about three times the internal volume and is ridiculously quiet. At 50 yards, impact noise of the bullet hitting the berm drowns out any report. This thing is a superb suppressor host.







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Our choice for ultimate combination of MPX components would be a 10-inch handguard and 4-inch barrel, which would almost completely cover the little SRD-9 can shown here.

One aspect of the MPX's design that impressed us was the attention to longevity that SIG's engineers have put into it. Its upper receiver is overbuilt (there's an attendant weight penalty for this) and has steel reinforcement added in critical wear areas, such as the bolt cam pin track and charging handle latch points. A polymer buffer cushions the bolt carrier impact, and the whole thing feels like it'll last at least a couple of lifetimes.

Anyone familiar with an AR-15 will be instantly at home with the MPX's controls and manual of arms. Improvements upon Stoner's layout have been made, and the gun benefits from an ambidextrous safety lever and magazine release. Bolt hold-open is left side only, though the carrier can be sent home using the right side bolt release. The AR's charging handle is retained, and although at first

glance this might seem a retrograde step, almost no one is going to fit a regular scope to the MPX, so ocular bell interference is not an issue. The trigger is likewise AR-based and features a block to

prevent the hammer smashing into the disconnecter at the end of its stroke, which would not only shorten the service life of fire control components, but also produce trigger slap. Unfortunately, the same attention to detail wasn't lavished on the trigger pull, which at a gritty 8.5 pounds, sucks baboon ass. Self-contained triggers such as the KE Arms and Timney drop-in models are compatible, however.

Takedown is straight up AR — cock the weapon, push out the takedown pins, and pull the guts out of the upper. On doing so, you'll notice that the AR's single recoil spring has been replaced by twin springs located on guide rods inside the upper receiver, which means

there's no buffer tube, and hence a folding stock becomes an option.

Two stocks will be offered from the factory. The first, shown here, is a collapsible model which is closely patterned on the MP5 A3 and which shares some of its shortcomings. To release the stock, the shooter presses a button on the receiver adapter and a spring-loaded plunger kicks the rods out to the first of two positions. To close it, press the same button, apply pressure to the buttplate, and at this point, the shooter curses the built-in sling loop for getting in the way. The good news is that you're only one screw away from flushing the PIA sling loop and using the side-mounted flush cups or adding a wire loop sling mount.

Although it might look cool, the telescoping stock's buttplate interferes with the shooter's strong hand when collapsed and makes operating the gun more difficult than it should be. It also adds length to the package, so if your intention is to file a Form 1 and SBR this sucker, we strongly endorse the side folding option.

## ROUNDS DOWNRANGE

We believe assessing a new design shouldn't take place in a vacuum — you the consumer want to know how it stacks up against the competition. So let's compare it to the most readily available alternatives. A Colt-pattern AR-15 9mm will run you a couple of Benjamins less than the MPX, is well supported by the aftermarket and offers the kind of modularity that only an AR brings to the table. Its magazines are readily available and can be had for less than half the cost of the (admittedly very sexy and reliable) Lancer hybrid stainless/polymer needed for the MPX. Being a blowback gun, there's a big chunk of steel rattling around the upper at every shot as the bolt cycles, and this produces way more recoil than you might think possible from such a



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tiny round. As an adaptation of an existing design, rather than starting with a blank sheet of paper, reliability is not as strong as the alternatives.

An MP5 clone, such as the Brethren Armament BAP9 that graced the cover of Issue 13 is more expensive than the MPX, uses a proven delayed blowback system, and recoils about the same, which means it's superbly controllable, especially in full auto should you manage to come up with the scratch for a transferable trigger pack. The MPX has an advantage in terms of ergonomics and niceties such as a full-length Pic rail, a last round bolt hold-open, and better magazine release.

If we had any stoppages with this gun, we'd be the first to tell you. Accuracy ran around 2 inches at 50 yards with most ammo flavors and everyone who shot it came away with a grin on their face. So what's our overall assessment of the SIG MPX? After a couple of range sessions, we wrote two checks, one to SIG, and one to the ATF. And there aren't many firearms that motivate us to do that anymore. **R**

SPEC BOX

<div style="background-color: black; color: white; padding: 5px; font-weight: bold; margin-bottom: 5px;">SIG SAUER MPX</div> <div style="display: flex; align-items: center;">  CALIBER 9mm         </div> <div style="display: flex; align-items: center;">  BARREL LENGTH 8 inches         </div> <div style="display: flex; align-items: center;">  OVERALL LENGTH 17 inches         </div> <div style="display: flex; align-items: center;">  WEIGHT (UNLOADED) 5.2 pounds         </div> <div style="display: flex; align-items: center;">  MAGAZINE CAPACITY 30         </div>	<div style="display: flex; justify-content: space-between; align-items: center; margin-bottom: 10px;"> <div style="display: flex; align-items: center;">  URL  <a href="http://www.sigsauer.com" style="color: blue; text-decoration: none;">www.sigsauer.com</a> </div> </div> <div style="display: flex; justify-content: space-between; align-items: center; margin-bottom: 10px;"> <div style="display: flex; align-items: center;">  ACCESSORIES            Leupold LCO         </div> <div style="text-align: right;">\$1,250</div> </div> <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="display: flex; align-items: center;">  MSRP  <b>\$1,575</b> </div> <div style="display: flex; align-items: center;">  PRICE AS FEATURED  <b>\$2,825</b> </div> </div>
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# DOWN & DIRTY IN THE DIRTY SOUTH

WE ROLL AROUND AND GET SWEATY WITH A BUNCH OF DUDES WITH GUNS. WAIT, THAT DOESN'T SOUND RIGHT.

BY IAIN HARRISON  
PHOTOS BY KENDA LENSEIGNE

At RECOIL, we try to take instruction from as wide a range of mentors as possible. Although we count ourselves as reasonably experienced, competent, and well-rounded shooters — not to mention devastatingly handsome men of international mystery and adventure — it's rare that we'll ever attend even a supposedly

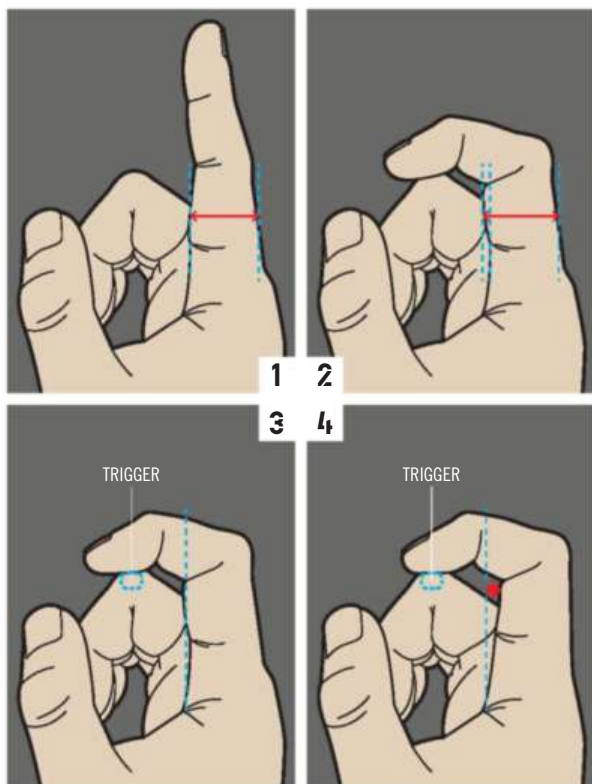
basic course without learning something new. And as soon as we start taking ourselves too seriously, along comes a newbie to hand us our ass.

Whenever we attend a training event, we look for the three or four nuggets of information that set it apart from others, and then delve into the mechanics

of how to execute them, before presenting it here so that you can evaluate the information for yourself.

Recently, we attended a course held by the guys at Vulnerability And Threat Assessment (VATA) in Slidell, Louisiana, north of New Orleans. Here are our takeaways.





### FIX YOUR GRIP

If you've ever found yourself pushing shots to the left (for a righty), the problem is usually the obvious one of anticipation. Let's say that you know in your heart of hearts that you're not trying to overcome recoil before the shot's been fired — then the problem may be that your pistol doesn't fit your hand. Before we delve too far into the fix, take a quick look at what happens to your trigger finger when you flex it, such as when it's employed to pull a trigger.

Go ahead and make a fist, then extend your index finger (1). Make a motion as when pressing a trigger to the rear and check out the third, or proximal, phalange, i.e., the chunk of digit that's closest to your palm. As you squeeze, the muscles in the finger contract, and as they do, they get fatter (2). If your trigger finger is in contact with your pistol's frame, the muzzle is going to be muscled.

This problem is most commonly found when a large, blocky frame, such as on a Glock 21, is used by a shooter

with medium- to small-sized hands. There are a couple of ways around it. The first is to modify the mechanics of how you manipulate the trigger. By shifting your finger so that less of the last section is in contact with the trigger face, you can create more space between the proximal phalange and the frame (3,4). The second way you can address the issue is to break out the Dremel and change the frame's profile. Rounding over the backstrap and reducing the section of frame in contact with the trigger finger provides a little more room to maneuver and makes the whole experience more like shooting a handgun and less like swinging a 2x4.

### MAKE YOUR TARGET HOLEY WITH THE SIGN OF THE CROSS

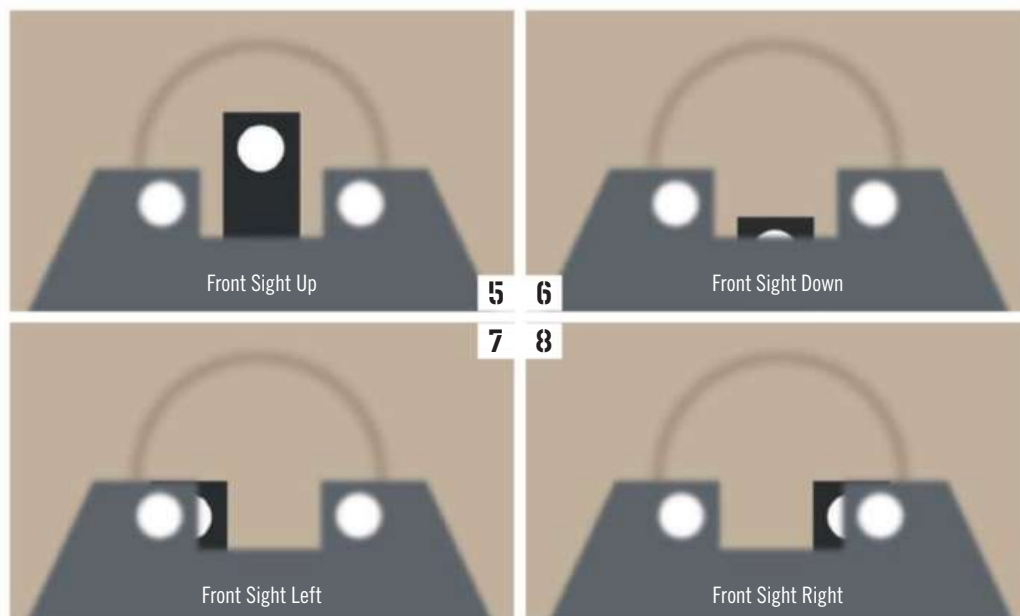
You've no doubt been told by instructors, YouTube videos, and articles like this one to focus on the front sight in order to get an acceptable sight picture and ensure good hits on target. The trouble is, both of the modifiers in the previous sentence are subjective, and it's down to the individual shooter to determine just how acceptable and good they need to be. For example, inside of 7 yards, perfect sight alignment is rarely necessary in order to get

center-mass hits and striving to line up all three elements is largely a waste of time. As distance increases, your sight picture should also improve as your margin of error declines, and you should be able to quantify just how good it needs to be.

The guys at VATA teach the "Sign of the Cross" Drill in order to determine how sloppy the student's sight picture can be and still maintain acceptable accuracy with a given handgun. At 5, 7, and 10 yards, set up a suitable torso-sized target and fire one round center mass on each with a perfect sight picture.

Next, move the muzzle so that the very base of the front sight is level with the top of the rear sight notch and the tip of the front sight tip is centered on your original point of aim (5) — then press the trigger on each of the targets. Now bury the front sight in the bottom of the rear sight notch, so that the tip of the blade is barely visible, again keeping it pointed at the original POI (6). Fire your third string.

Your fourth and fifth strings should be shot with the front sight blade pushed to the extreme left and right of the rear sight (7,8). When you finish, you'll end up with a cross-shaped shot





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(or the old one reused) and a fresh cartridge chambered. If you think that sounds like a lot to remember when rounds are coming your way, you'd be right. Fortunately, according to the guys at VATA, there's another way.

"The Rack" drill taught at their pistol classes assumes a couple of conditions are in play, and lead instructor Greg Lapin advises shooters should be familiar with both methods of clearing a double feed so that they can use the one that applies to their particular circumstances. The two key factors that allow the student to employ a simpler, quicker IA drill are drop-free magazines and a spare version of the same. If both of these apply to your gun, then you can simply hit the mag release button while vigorously racking the slide three times, before performing a speed reload, chambering a round, and pressing the trigger.

## GET OFF THE BENCH

Whenever we try to refine our weapon skills, the chances are it's going to be on a square range, under ideal conditions, and without any form of mental or physical stress. If we're honest with ourselves, part of the reason we spend so much time working on the seven fundamentals of marksmanship is to prepare for an event we hope never happens — having to defend ourselves or loved ones. If that event *does* ever happen, do you think it'll be a relaxed, pleasant affair with plenty of time to line up the sights, feel for that pressure wall in your trigger pull, and make the perfect follow through? Or do you think you'll be breathing through your asshole with a heart rate above 150 bpm?

Once you've achieved a solid grasp of how to place rounds on paper or steel, it's time to see how well you retain that knowledge under sub-optimal

pattern on the paper. At the closer distances, it's more than likely that all your hits will be inside the A zone of a USPSA target, which should establish how loose your sight picture can be and still produce acceptable results. Note that your results will change with different guns — sight radius plays a big part in establishing your accuracy potential.

## STOPPAGE!

A double-feed malfunction is the most time-consuming problem to fix, especially under pressure, as the usual immediate action (IA) drill of "tap, rack, bang" achieves results that hover somewhere between bugger all and screwing things up further.

To fix the problem, conventional wisdom dictates that the shooter first lock the slide to the rear using the slide stop, in order to relieve pressure on the first, misfed round in the magazine. The mag is then forcibly stripped from the grip and retained, while the slide is manually racked several times to remove any errant rounds from places they shouldn't be. Finally, a replacement magazine gets slammed home



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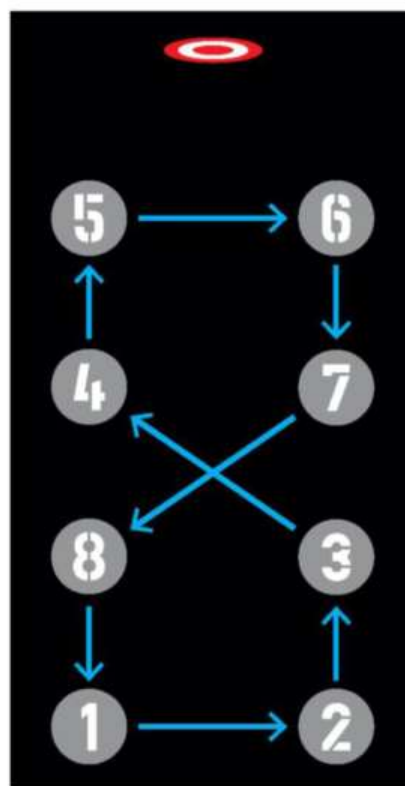
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physical conditions. About half of the attendees at our VATA course were from local SWAT teams who spend the wee small hours of their working days serving high-risk warrants. To train for exigent circumstances, our instructors set up relays where sandbags were carried, tossed, and dragged, tractor tires flipped, and students expected to manipulate their weapons one-handed while the other was occupied with 120 pounds of dead weight.

Everyone's favorite drill of the day involved grappling an opponent for what seemed like an eternity before drawing, making ready, and engaging a pair of targets at 7 yards. If you think your fine motor skills will be unimpaired after going hands on with an adversary, you may want to reevaluate. Even World champion IPSC shooter Max Michel found his accuracy had degraded.

Need a quick drill that tests every one of your pistol skills under pressure? Starting at 25 yards and working down to the 7-yard line, mark out a course that looks like a squared-off figure eight. Set a steel or paper torso target against the berm and run from station to station, placing two hits on the target from each location and safely re-holstering before moving on. Finish back at your starting position. After running the drill once to familiarize yourself with it, pick up a sandbag and carry it with you throughout the second run. By re-holstering between shooting positions, it forces you to pivot in order to address targets on your homeward leg of the course, so be aware of your muzzle at all times. The chances are that you'll run the gun dry at some point, so be familiar with how to safely execute one-handed reloads. **R**



Set up the course (left) then adapt it to raise your heart rate with loads such as sandbags and tires. Max Michel shows how it's done.

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# BAD TO THE BONE, OR ROTTEN TO THE C.O.R.E.?

THE SMITH & WESSON M&P CORE IS BILLED AS A RACE-READY 9MM. WHEN THE FLAG DROPS, CAN THIS PLASTIC FANTASTIC HACK IT?

BY IAIN HARRISON | PHOTOS BY KENDA LENSEIGNE



Smith and Wesson introduced their Competition Optics Ready Equipment line of M&P's as a plug-and-play means to enter the heady world of Open Division USPSA and three-gun matches. We'll be the first to admit that this is far from an exclusive review — in fact we're positively tardy when it comes to bringing you the scoop on this pistol. However, until now, no one in the media has actually considered whether it's any good in its intended role.

Those of us who have gone over to the Dark Side (as Open is jokingly called) are always looking for an edge, whether it's a new powder or bullet, a different sight or mount, a faster holster, or just a cooler pair of shoes.

The division is currently dominated by 2011-style guns with 29-round big-stick mags, frame-mounted red dot sights, and multi-port compensators. The price of admission is high. A full-house race gun, six mags, and competition rig will set you back six grand if you buy new — and then you have to feed the beast. At around 800 bucks, the M&P C.O.R.E. starts to look like a pretty attractive alternative, so long as it can keep up.

So can it? We threw a 9mm major race gun, a 4.25-inch barreled M&P that had benefited from an Apex trigger kit, and the C.O.R.E. into the range bag and headed off to Cowtown. Putting all three guns on the clock yielded some interesting results. Before we delve too deeply, let's take a look at the pistol that Smith sent us.









This barrel started out all shiny and pretty. Then it met RECOIL.

## BENCH RACING

Our sample gun arrived with a standard M&P full-size frame, including aggressively textured backstrap inserts, but lacking the trigger overtravel stop pictured in their catalog. The gun is supposed to benefit from a newly designed competition sear, but in comparison to a stock unit, we didn't detect much of an improvement. It's somewhat ironic that the best feeling trigger in the M&P lineup is found on the Shield subcompact rather than the match pistol, which suffers from a spongy break and long, indistinct reset.

The majority of the Custom Shop's work can be found up top. M&P slides have always been among the most attractive of the polymer guns, and

that feature is enhanced here with a series of eight lightening cuts ahead of the ejection port. A removable plate sits aft, allowing the user to attach a number of mini red dot sight options. We took the opportunity to fit the lightest of the bunch, the JP Industries J-Point, which is all plastic and made in the UK by Shield Ltd. Suppressor-height sights give a lower 1/3 cowitness in the plastic lens, so it's simple to zero the dot on the tip of the front sight. Despite (or perhaps because of) its polymer construction, the sight held up well throughout our 1,000-plus round evaluation and was bright enough to use during the scorching Arizona summer.

Instead of the usual black finish applied to M&P barrels, this one contrasts the nitrided slide by virtue of being polished to a high gloss. A sinker EDM has been used to cut a pair of

ports that vent through the slide's last lightening cuts. They're moderately effective at controlling muzzle rise, but as effective as a compensator? Nope. Not even close, but that's hardly surprising given the difference in surface area for the gasses to hit.

One distinguishing feature of 9mm major racegun barrels is their length of freebore. Briefly put, there's a longer distance between the forward end of the chamber and the beginning of their rifling, allowing bullets to get a running start before being smashed into the lands. This has the effect of lowering chamber pressures and allowing the shooter to more safely achieve major power factor (PF) with handloads. The M&P C.O.R.E. lacks this feature, and we'd be hesitant to recommend shooting major PF loads with any bullet lighter than 147-grain, without first running a reamer into the barrel throat.





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# MAJOR HEADACHE



One crucial aspect of running with the big dogs in USPSA is the ability to take advantage of the scoring system by utilizing major power factor ammo, which is currently 165 or higher. To arrive at a power factor, simply multiply the bullet weight by muzzle velocity and divide by 1,000. “No problem,” you say. “I shall avail myself to the fruits of the capitalist system and exchange money for ammunition that will allow me to achieve my goals. After all, if there’s a demand, it follows that there will be a supply.” Not so fast, Milton.

In order to squeak across the major power factor threshold, a 115-grain bullet needs to turn in a 1,438 fps muzzle velocity, a 124-grain needs to clock 1,330 fps and a 147-grain is obliged to cross the chrono at 1,122 fps. In the real world, you’re going to need a bit of a cushion in order to account for environmental factors and differences in chronographs, so it’s wise to add around 20 fps to those numbers. So, from the vast array of commercially available ammo — and after all, the 9mm Luger is the most widely used centerfire handgun round in the world — how many loadings will make major out of the 5-inch barrel of the M&P C.O.R.E.?

We count four. Double Tap, Underwood, and Buffalo Bore all have +P 147-grain loads that fill the bill, and Winchester’s 127-grain Ranger will usually make the grade. None of these are what you might call affordable, especially when you’re planning an entire season’s worth of competition. So for the cost of a thousand rounds, you can outfit yourself with a pretty decent reloading setup and roll your own.



Despite being huge, clunky, and inefficient, the C-More is still the red dot to beat when it comes to Major division blasters. Gap in the market, anyone?

## ROUNDS DOWNRANGE

There’s an old saying in drag racing that goes, “When the flag drops, the bullshit stops.” You can claim whatever you want in your advertising, but when the rubber meets the asphalt, results are the only thing that matters. After setting up steel at various distances, we put the C.O.R.E., our mildly tuned M&P, and a racegun in the hands of a pair of test dummies and ran a series of exercises on the clock.

First up was everyone’s favorite standard exercise, the Bill Drill. Our shooters turned in comparable times with both versions of the M&P, with splits hovering in the 0.16 to 0.18 second range — it seemed as though the lighter, faster Apex trigger made up for the slight edge in recoil control exhibited by the C.O.R.E. When it came to shooting the racegun, our less experienced shooter posted up a slightly improved time, but our expert did as experts do, with splits in the 0.12-second range and hits that piled up on top of each other. Both shooters felt that the slide-mounted dot was

slower to pick up than iron sights at close range.

As distances expanded, the situation reversed and the 2 MOA dot on the C.O.R.E. allowed for better hits, faster than could be achieved with the standard M&P, while closing the gap slightly on the racegun. In the end, the custom 2011’s 2-pound trigger, comp, and greater inherent accuracy made it a pretty one-sided contest. Note that this test was performed with minor PF ammo in the two M&Ps. In a real USPSA match, the difference between the racegun and the C.O.R.E. would be more pronounced, as the former would







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benefit from using major PF ammo, with lighter bullets and bigger powder charges allowing its compensator to work even more efficiently, all the while racking up a higher score for marginal hits. Even if the unmodified C.O.R.E. were to run 147-grain major loads, and thus claw back the scoring advantage, the racegun still has an ace up its sleeve in terms of muzzle rise. A 115-grain bullet screaming out of the racegun's muzzle at almost 1,500 fps, followed by 8.3 grains of Autocomp

The M&P has the advantage of a low bore axis. The Custom Shop C.O.R.E. reduces reciprocating mass by means of slide cuts.

slamming into the compensator's baffles is like the difference between a hurricane and a popcorn fart.

In USPSA competition then, the M&P C.O.R.E. is decisively outclassed. Where it shines, however, is in three-gun. Here, the pistol component is only a third of the match, and there's no power factor considerations to complicate scoring. It has a distinct advantage over single-action designs, as there's no external safety to engage before abandoning the pistol and transitioning

to another weapon. Under the usual match safety rules, if a competitor manages to inadvertently bump the safety into the "fire" position on an abandoned gun, he's going home early. Holster selection is also simplified, as just about any standard gun bucket will fit a dot-equipped handgun — not the case with a 2011 utilizing a sideways-mounted C-More. Our choice would be the Safariland 578, as it offers excellent coverage as well as added security due to its retention device — there's almost no chance of bumping the pistol out of the holster on a range prop.

There are a number of improvements the shooter will probably want to make before taking a C.O.R.E. to the races. An Apex trigger kit is high on the list, closely followed by extended magazine baseplates and a magwell to speed up reloads. Once everything is installed, the shooter has a pistol that can hold its own against guns costing four times as much, and offer advantages in terms of reliability and peace of mind. Which reminds us of another racing expression, namely, "In order to finish first, one must first finish." Not being disqualified by reason of a dropped gun or misapplied manual safety is a huge bonus. Ask anyone who's taken that trip to Dairy Queen, this scribe included. ■

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# SIG SRD 338TI 00

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BY IAIN HARRISON  
PHOTOS BY STRAIGHT 8

Here at RECOIL, we're all about making your dollar go a little further, even if it's only to turn around and spend it on high-end, Gucci kit. Sure, there are times when you need that one, dedicated tool for a very specific job. But if we can get our gear to serve in multiple roles, then that frees up the

budget for other important things in life. Like whiskey.

While you may never actually buy a .338 Lapua Magnum rifle, you may nonetheless be interested in SIG SAUER's suppressor tailored for that round — and here's why. Tipping the scales at a very reasonable 19 ounces,

it's engineered to take the kind of hammering that a 250-grain bullet at 3,000 feet per second can dish out. As a result, pipsqueak calibers like .300 Win Mag, 8mm Remington Magnum, and .30-06 are a walk in the park. It laughs in the face of .308, and as for 5.56mm — what's that?

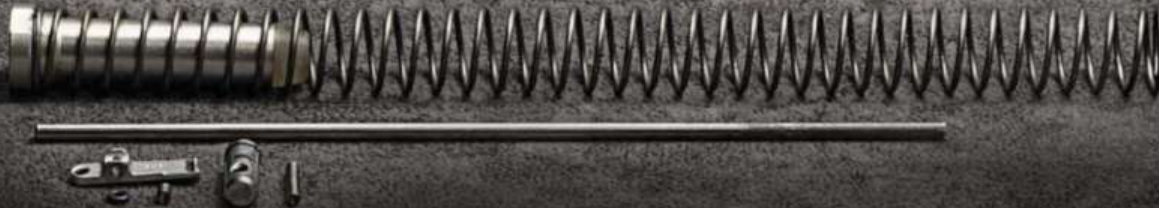


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savings come from the material used in its construction, Grade 5 titanium. As important as what it's made from is how it's made — typical cans utilize a welded core that is then slipped inside an outer tube, but in this case, the core *is* the tube and no extra material is required.

To enable your precious purchase to be passed around like a stripper at a frat party (cue outraged social justice

warriors in 3...2...1), SIG engineers developed a clever muzzle device that uses a Morse taper to ensure the can stays in place, no matter what host you mate it to. As any machinist will tell you, the Morse taper can be found on lathe tailstocks, end mill collets, and other stuff that grips things very tightly. When torqued, it results in a friction fit between the male and female parts, requiring 20-percent more force to release than to tighten. As a result, once you crank the suppressor onto the muzzle device, you'd better have eaten your Wheaties that morning if you want to unscrew it. The downside to Morse tapers is that they are susceptible to nicks, scratches, and dirt. So don't use your brake as a post hole digger, and if you do, make sure you clean it off before attaching your can.

We were concerned about what happens when the inevitable occurs and some asshat sends a projectile through your expensive, one-piece, hard-to-repair, Fed-involving Ti muffler, and it exits someplace other than where it's supposed to. We asked our friendly SIG rep about this, and he informed us that in his experience the most common place for a baffle strike was actually the end cap. In this case, SIG would simply cut off the cap, weld another in its place, and send the can back from whence it came without the owner needing to fill out another Form 4.

So there you have it.

If you want a rifle suppressor that does it all (or as close to it as makes no difference), is competitively priced, and has that all-important Ti cool factor, check out the 338Ti from those nice chaps in New Hamster. We think you'll be glad you did. ■



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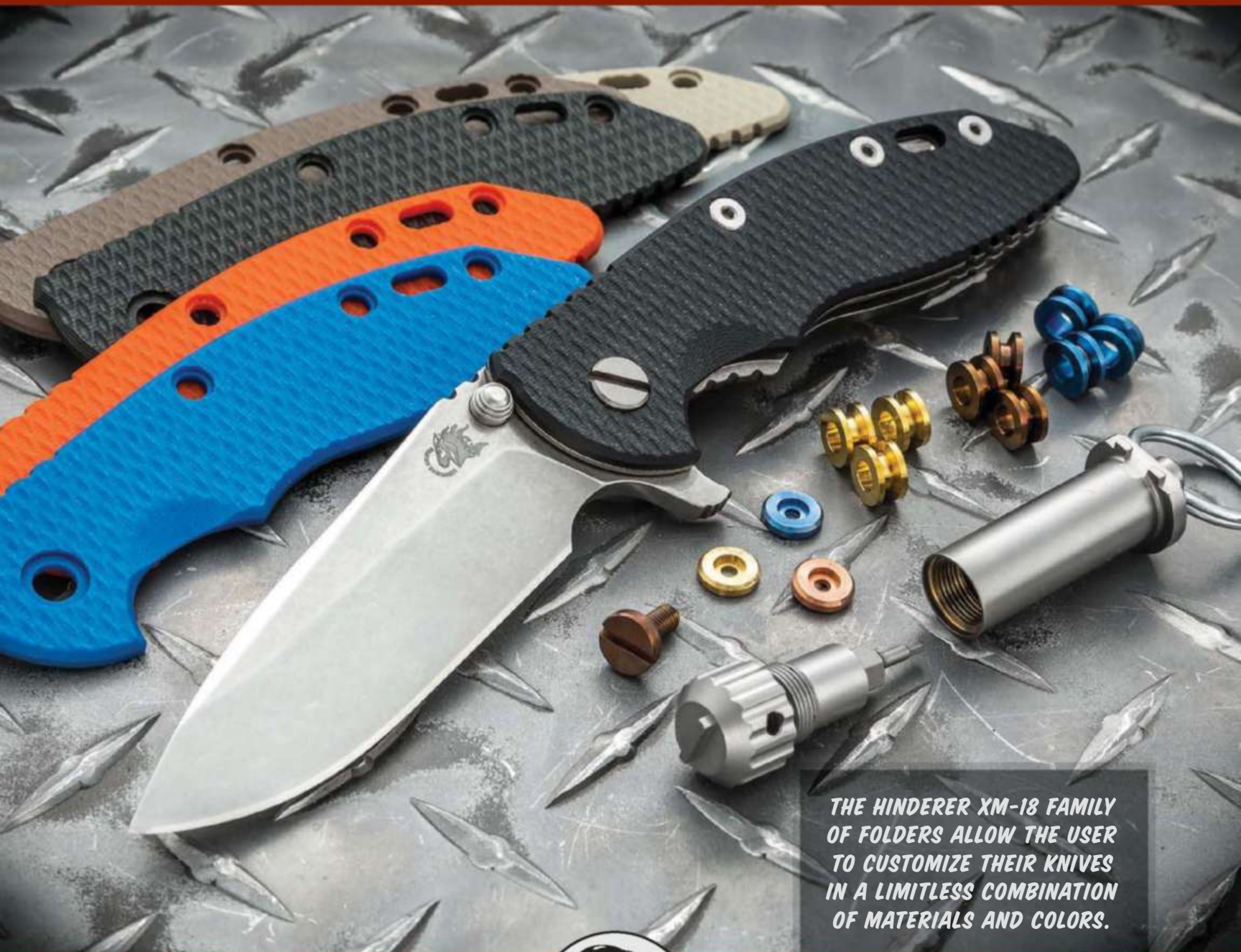
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# POUNDED POUNDED

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STORY AND PHOTOS BY STEVEN KUO



Floyd Mayweather Jr. burst onto the national scene as a featherweight, winning a bronze medal in the 1996 Olympics and never looking back. Putting aside all the controversy in his personal life, Mayweather is undefeated in his professional career and his technical brilliance cannot be questioned. He's widely considered to be one of the greatest pound-for-pound fighters of all time.

Bentwood Gunsmithing aims to do the same with their featherweight OIP ("Ounces Is Pounds") carbine — delivering just what you need at the lightest possible weight with the greatest possible performance. Have they succeeded? Let's take a look.

#### HOW LOW CAN YOU GO

The OIP had its genesis as a simple idea to build a lightweight gun that

just plain worked. Dave Lake and Matt Babb of Bentwood Gunsmithing spent years perfecting the concept, incorporating the latest components where they existed and working with companies to customize parts that didn't. They wanted a well-balanced gun with an optimized operating system and literally no excess — to be as light as humanly possible.

Bentwood didn't want to utilize polymer receivers and worked with Battle Arms Development to develop a super lightweight receiver set with intricate machining to shave as much weight as they could. They investigated some more exotic material choices, but found them to be prohibitively expensive. The top rail is abbreviated, making it clear that Bentwood intended this rifle to be run with a red dot optic without backup iron sights — Bentwood's Dave Lake explained that the OIP was designed for domestic professionals and consumers, not military end users. "Better to have them and not need them than need them and not have them" was not a refrain in Bentwood's keep-it-lean design philosophy for the OIP. The upper and lower weigh in at just 12.3 ounces,

amazingly light for billet aluminum. You can purchase similar receivers from Battle Arms, though they aren't as aggressively lightened.

The barrel is the heaviest part of a rifle. There are unavoidable functional compromises in designing a barrel, as lighter barrels will give up accuracy more quickly as they heat up than heavier ones — but heavy profiles can be cumbersome boat anchors. Bentwood makes no bones about this and made great efforts to strike a good balance — they were willing to really invest in the barrel. It's manufactured by Faxon, from 4150 steel with a Wylde chamber and nitride treatment. Bentwood went so far as to license Knight's Armament Company's patented dimpling to reduce weight, while maintaining as much stiffness as possible. There's also more metal on the breech end, and the gas journal is sized perfectly for the gas block. Pinned and welded to the barrel is a customized, suppressor-compatible, titanium muzzle brake based on a Hawkins Precision design (a flash hider is optional). The barrel is machined to time the muzzle brake and just long enough to reach 16 inches in overall length. The extra investment in machining maximizes the barrel length and obviates the need for washers and an unnecessarily long muzzle device to avoid SBR status. The barrel alone is about 17 ounces; Bentwood experimented with even lighter profiles, but decided against it.





The handguard is another prime area to cut weight, and Bentwood opted for a 9-inch-long carbon-fiber handguard. It's secured to the barrel nut with an advanced (and expensive) aerospace adhesive, saving additional weight at the expense of not being serviceable — even at an armorer level. Large ventilation cuts adorn the handguard and let you admire the beautiful handiwork below...more on this later.

The bolt carrier group is ion-bonded titanium, made by Toolcraft, and is but one of many other components made of the wonder material boasting the highest strength-to-density ratio of any metallic element. Everything from screws and pins to the impossibly tiny gas block sparkle with that unmistakable titanium sheen. It's not cheap, but it's strong, light, and highly corrosion resistant.

The custom receiver extension and skeletonized butt plate round out the ass-end of the rifle, housing a unique buffer system with a dual rate Hil-sabeck Firearms action spring and a custom hollow leaded steel buffer. In combination with the gas system and titanium bolt carrier group, the system is tuned to minimize reciprocating weight while mitigating the recoil impulse from



The titanium gas block is absurdly tiny, and the Battle Arms Development upper and lower are intricately machined to remove a lot of weight. Anything that can be skeletonized or made of titanium has been made so.

the buffer hitting the end of the receiver extension and the secondary impulse of the bolt going back into battery.

The fire control group is the excellent JP Enterprises single-stage (which broke cleanly just under 3.25 pounds), and the safety selector is a slick-as-snot skeletonized Battle Arms Development unit. An optional Picatinny light mount attaches to the Fortis Aimpoint mount and only weighs 1.1 ounces.

### INSERT HAN SOLO/TOY GUN JOKE HERE

You have to handle the OIP yourself to truly appreciate just how crazy light it is. Without an optic, it weighs 3 pounds, 14.5 ounces. With the Aimpoint H-1, it's just 4 pounds, 3 ounces. Its unconventional looks combined with its inconceivably light weight honestly makes it feel like a toy when you first pick it up. But once you send some rounds downrange, you'll be checking if you're on Santa's nice list.

One thing is clear, the OIP doesn't

really want to be shot from a bench. The receiver extension's too short, the buttstock doesn't help at all, the top rail is tiny — nothing about the OIP is conducive to it. But we've gotta start somewhere, and that's usually on the bench, to zero, group, and chrono the gun.

Bobro to the rescue, as their clever and compact mounting system was able to clamp onto the abbreviated top rail and allowed us to mount a traditional magnified optic for bench work. Not that we'd really want to run this kind of glass on the OIP, but it's helpful for our testing.

Surplus Ammo supplied us with their 55-grain FMJ new production ammo, which averaged 3,016 fps out of the OIP (at 87 degrees and 2,400 feet) and was our primary test ammo for the OIP. We don't sugar coat things here at RECOIL, and we also don't pretend to be the anointed hand of Thor, raining sub-MOA hate down upon any and all targets within 1,000 yards with any





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weapon system that crosses our path. Sure enough, off the bench, we saw 2 to 3 MOA groups with the 55s. So we figured we'd try a few groups with some match ammo — our best groups were 1.7 MOA with 75-grain Black Hills and 1.4 MOA with 69-grain Gorilla SMKs, but some opened up further.

We reinstalled and zeroed the Aimpoint H-1 and couldn't get away from the bench fast enough to shoot a match with the OIP.

## HOSEFEST-PALOOZA

Once we started running and gunning, the OIP really came into its own. The rifle is so light that it's no surprise that transitions are lightning quick and you can drive the gun easily. What is a surprise is how mild the recoil impulse is and how flat the gun shoots for such a featherweight.

Bentwood has really done a great job tuning the gun (note that they don't guarantee reliability with all types of ammo). We've spent many a long range day tuning the AR platform — adjusting gas systems, trying different types of bolt carriers, swapping out various types of buffer systems, experimenting with different muzzle devices, and quite often



cursing and bitching as a result. So we know firsthand the intricacies of tuning the operating system and how tricky it can be, especially when running at the edge of the performance envelope.

With the OIP's light weight and soft recoil, we successfully engaged steel at 100 yards holding the rifle one-handed like Han Solo's blaster. It was pretty straightforward once you got the hang of it. All fun and games until you realize that every firearms trainer teaches one-handed weapons manipulation — for good reason, because bad things happen in gunfights. And anyone who's done those training evolutions knows how challenging they can be with a typical rifle if you don't look like Buck

Doyle (see page 166). It's night and day with the 4-pound OIP. Yet, the rifle was still easily controllable when hammering targets and dumping mags. Mount it securely — one of our test shooters was sloppy about this and complained about the bare metal buttstock penalizing him for it. Taller shooters were very cramped behind the gun, but it's tons of fun.

We loaded up a bunch of magazines with the Surplus Ammo 55-grain offering and took the OIP out to an action rifle match, featuring a mix of fast and furious hoser stages and long-range stages with steel targets out to 360 yards. The little blaster was a delight on the short courses, swinging to targets almost telepathically and double-tapping them easily with a flash sight picture — it even notched a stage win in Limited division on one of them. It acquitted itself honorably on the longer stages, easily ringing mini poppers out to 175 yards, and hitting 10-inch flashers from 200 to 315 yards. The final 360-yard flasher went untouched, as this scribe's aging eyes just couldn't sufficiently zero in on the target, less than 3 MOA in size at that distance. That frustration aside, we were pleased to get our hits with the tiny OIP, red dot, and non-match Surplus Ammo 55-grain loads. The rifle was a real blast and performed well. We passed it around the squad, and even the goliaths enjoyed shooting the tiny little gun.

The buffer system utilizes a dual rate Hilsabeck Firearms action spring and a custom hollow stainless steel buffer. The customized Toolcraft BCG is titanium. Even the magazine catch has been shaved down to the minimum needed.





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But nothing is without some gripes, so here are ours. The OIP's custom buttstock is roughly the length of a typical fully collapsed stock. Bentwood asserts it's intended to be used in (and encourages) a fully squared-off stance. If you fall in that category, perhaps it'll work for you. But every one of our shooters felt it was too short; we'd happily take the weight penalty for a longer buttstock. The 9-inch handguard is perfectly serviceable, though many of us would have preferred a longer one. But chalk that to preference — what

The optional 1.1-ounce picatinny light mount attaches to the customized Fortis Aimpoint mount. It places the light (Surefire X400 shown here) rather high and close to the receiver. If you like a magwell grip, you'll like its placement.

was unequivocally a bad idea was the huge ventilation holes in the handguard right above the flaming hot gas tube. You know where this is going; two shooters burnt their fingers on the gas tube — one when handling the weapon, so he escaped an annoying injury, and the other during a course of fire, so he wasn't so lucky. Bentwood has since redesigned the handguard to delete the aft-most hole, but retained the forward one. Unfortunately, the forward hole was the one responsible for the burnt finger. Bentwood is already looking at other options for future revisions. Until then, keep your gloves on.

The light mount is handy and barely over an ounce, but it attaches to the scope mount, putting it high on the rifle and close to the receiver. This results in nice overall weight balance, especially given how light the rifle itself is, but it essentially necessitates a magwell grip to activate the light and can interfere

with grasping the handguard forward of the light. The X400 on our test gun was convenient to use with a magwell grip, so those who use that technique will like it — but most of us here aren't among them. It's also not an ambidextrous setup, and the handguard doesn't otherwise accommodate attachments.

The OIP has clearly been very thoughtfully and carefully designed as a complete system, and it works well. To achieve the immense weight savings, Bentwood had to stick closely to a specific design philosophy. Mayweather's not for everyone, but he's a brilliant boxer and unquestionably entertaining. The OIP is similar — if you agree with all of Bentwood's design choices, you'll love it. If you don't, you'll definitely wish they did something different here or there, but you can't help but appreciate the overall package.

And we bet you'll have a big smile on your face after sending rounds downrange with one. ■



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	CALIBER .223
	BARREL LENGTH 16 inches (permanently attached muzzle device)
	OVERALL LENGTH 32 inches
	WEIGHT (UNLOADED) 3 pounds, 14.5 ounces
	MAGAZINE CAPACITY 30 rounds

	ACCESSORIES	
	Accessory kit (Aimpoint H-1, Fortis mount, three extra magazines, single point sling, carry case)	\$775
	Light mount	\$TBD
	Surefire X400 Ultra (Green Laser)	\$790

MSRP  
**\$2,879**

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# ROLL YOUR OWN

## BUILDING YOUR OWN LIGHTWEIGHT AR-15

BY STEVEN KUO

freely available components and with an eye on your pocketbook, what can you pull off in your own workshop?

### DEATH BY A THOUSAND CUTS

Bentwood Gunsmithing achieved extreme weight savings in their OIP carbine by lightening every part of the rifle they could. The problem for home builders is the expense of acquiring the lightest available alternative for every single part — and even then Bentwood invested in additional customization and gunsmithing work. We sought to put together our own lightweight build for less scratch, though we'll tell you upfront that it's still not cheap...nor is it the prettiest rifle you've ever seen.

The heaviest parts in an AR-15 are typically the barrel, handguard, upper and lower receiver, and buttstock. We targeted those components first for hefty weight reductions and justified some splurging here to avoid compromises in function. Fortunately, we found a very reasonably priced pencil barrel from Faxon, the same manufacturer as used by Bentwood. While their

14.5-inch version was very light at 17.5 ounces, and its mid-length gas system tempting, as home builders we opted for their 18.8-ounce, mid-length, 16-inch barrel. This meant we avoided pinning and welding the muzzle device, preserved serviceability, and let us take advantage of the wee Taccom compensator since we didn't need to extend overall length to 16 inches. Compare this to M4 profile barrels, which can range from 1.75 to just over 2 pounds.

For the handguard, we chose one of our favorites, BCM's popular KMR, made of aluminum-magnesium alloy with a full top rail and KeyMod all around. It's a great combination of functionality and reduced weight, but it's a bit pricey. We selected a 13-inch variant as a compromise between versatility and weight — 7.5 ounces including the barrel nut, as compared to cheese-grater Picatinny handguards that can clock in at a pound and beyond for 12-inch versions. Opting for the 10-inch KMR would save you 1.1 ounces, and upgrading to the 15-inch adds 0.7 ounces. For those watching their budget, a 12-inch carbon-fiber handguard from AP Customs provides a 30-percent cost savings with similar weight and one less inch in length.

If you've read through the past five pages on the OIP rifle, you've seen what three grand (or more) will buy from a custom rifle builder. It's a hefty price tag, but you get a purpose-built weapon that's well-sorted, perfectly tuned, and fully optimized. But what does it take to roll your own lightweight AR-15? It's the golden age of the AR platform, with a mind-boggling array of components available to suit every imaginable use and taste. So, utilizing





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There are a couple lightweight aluminum AR receiver sets, including the Battle Arms Development BAD556-LW (similar to the OIP) and the 2A Arms Balios, featured in Issue 16. However, they're both quite expensive at \$550 and \$520, respectively. To save some cash, we went with X-7 Fusion polymer receivers from Kaiser Shooting Product, which cost less than half the price of the lightweight aluminum sets at \$240 for the set. While reading the words *polymer* and *AR receiver* placed next to each other, you might have some reservations — as did we. But Kaiser's offering is unique in its use of aluminum inserts at key locations: the trigger and hammer pin holes, the receiver extension threads, and the pivot and takedown pin holes. Fears were further allayed when we learned Kaiser stands behind the X-7 with a lifetime warranty. At a combined weight of 11.1 ounces, they're quite a bit lighter than typical forged receivers, which are almost a pound.

Buttstock assemblies are heavier than you might expect. A complete

setup from BCM (carbine receiver extension, end plate, castle nut, and BCM Gunfighter stock) weighs almost 13 ounces. We'll admit our buttstock solution was the most WECSOG (Wile E. Coyote School of Gunsmithing) aspect of the whole build. The Kaiser lower relocates the channel for the takedown pin detent and spring to a vertical orientation so the pistol grip retains it rather than the end plate or buttstock. Not needing to worry about retaining it with the stock assembly, we screwed on a rifle-length receiver extension and affixed the buttplate from a standard A2 stock we had lying around — for a total weight of just 5 ounces. Want something a little less ghetto? Ace's ultralight stock reinforces the buffer tube at its weakest point and adds a more secure buttplate, but at a weight penalty of an additional couple of ounces.

We used an aluminum bolt carrier from Whiskey Arms, about half the weight of a BCM Mil-spec unit from which we scavenged a bolt, firing pin, and other bolt carrier group (BCG) parts. Additional reciprocating weight was saved courtesy of the Taccom adjustable recoil system in place

of a standard buffer. With all these feathery race gun parts, we needed an adjustable gas block to dial down the gas. SLR Rifleworks sets the standard for robust and easily adjustable gas blocks, and have served us well on other builds — we installed an older 0.625-inch set screw model we had on hand. SLR now makes a titanium version that would have been even lighter, but \$60 more.

Titanium variants of pins and other small parts are available on the market. But they're expensive and with a total weight of just 1.3 ounces for the components to be replaced, we saved our money and opted for an affordable lower parts kit from Strike Industries. Also from Strike came our safety selector with a wide selection of light, polymer levers. Final touches came in the form of the Alexander Arms Tactical Trigger (which we chose because of its skeletonized trigger and hammer), and an old-school A2 pistol grip, to save weight and money since we all probably have a drawer full of old A2 grips that we discarded in favor of heavier but nicer aftermarket grips. We're trigger snobs, so we opted for a nice aftermarket trigger, but you could save yet more money by using a stock trigger or an ALG.





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We noticed after a range session that the ejection port cover cracked. We're not sure how it happened, but it still functions.



The miniscule Taccom compensator can be tuned with set screws — we ended up opening all of them.



The Proctor sling requires no hardware and easily loops onto the rifle.



Strike Industries provides 10 different selector levers to choose from. Note the outlines of the aluminum inserts in the Kaiser X-7 Fusion polymer receiver.



The Trijicon RMR06 and Alamo Four Star mount are extremely light and compact.

## IN THE WORKSHOP

With the help of a solid vise and good armorer tools (see page 144), our build was straightforward to accomplish in a garage workshop. In particular, the Geissele reaction rod (or equivalent) was mandatory in order to safely install the barrel nut on the polymer upper. We must say that seeing a few polymer shavings appear during installation of the barrel extension raised an eyebrow, but all was well in the end.

We discovered that the lugs on the Kaiser upper are a bit oversized, making it impossible to install on most of the aluminum lowers that we had. Out of about seven or eight different lowers, we could only seat it on a Colt — with the help of a hammer. On its matching polymer lower, the upper fit as snug as a bug. The Kaiser lower, on the other hand, had no problems accommodating various aluminum uppers.

The fire control pocket in the lower was rather tight. After squeezing the Alexander Arms trigger into the lower, it was stiff at first, but loosened over time. The single-stage trigger pull started at 4.5 pounds after the initial build, falling with use to a 4-pound pull.

After all was said and done, the rifle weighed in at exactly 4 pounds. Not too shabby. The total MSRP was a princely \$1,600, but with some patience and smart discount shopping you can collect your parts over time for less.

We installed a Trijicon RMR on an Alamo Four Star mount, adding just 3.7 ounces to the rifle. Bobro's new Lowrider backup iron sights are incredibly thin and light, and a slim Proctor sling (designed by RECOIL contributor Frank Proctor) rounded out the minimalist theme. The final package was 4 pounds, 7 ounces.

## AT THE RANGE

We eagerly took our handiwork out to the range, first dialing in the gas block for our lightened BCG and buffer. Six clicks later, the rifle was reliably ejecting,

feeding, and locking back on empty. Then we moved on to our bench work.

With Freedom Munitions 55-grain FMJ ammo traveling at 3,228 fps, our best group with a 10x scope was a hair under 1 MOA, but most other groups spread out to 1.5 to 2 MOA. Surplus Ammo 55-grain FMJ turned in 2 MOA groups, and our 69-grain Gorilla SMKs posted 1.5 MOA groups.

When it comes to recoil impulse, 16-inch mid-length gas systems are at a bit of a disadvantage when compared to mid-length 14.5 inch or rifle-length 18-inch barrels. As expected, while the rifle was pleasantly flat and soft shooting (especially for such a light gun), it didn't quite measure up to the OIP in this regard.

The rifle's ergonomics were great, snapping on target quickly and transitioning easily. The RMR is light and tiny, but its small field of view demands a disciplined cheek weld. The A2 pistol grip's finger groove proved to be annoying and will probably meet a Dremel in the near future. The skeletonized buttplate was surprisingly comfortable, but not particularly well suited for shooting from the bench. With just a screw securing it to the receiver extension, when struck or yanked in a counter-clockwise direction it would come loose. Some epoxy solved that problem, but we wouldn't feel confident if we needed to mortar the weapon at some point to clear a malfunction.

With the aluminum Whiskey Arms BCG, we ran the gun sloppy wet and didn't have a single problem. If you prefer the peace of mind of a steel BCG, the AP Customs Rhino low mass bolt carrier is only about 2.4 ounces heavier and about the same price. Cheaper alternatives are out there, but they aren't as light. Overall, we were quite pleased with this build. Assembling a rifle to your exact specifications and preferences is a lot of fun. You needn't take it to the airy extreme shown here, but you can apply similar logic to customize your own builds. Give it a try — you'll be glad you did! ■



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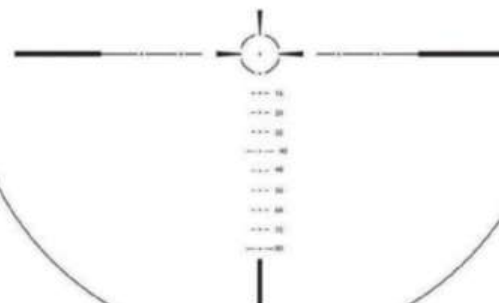
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PART	MAKE & MODEL	PRICE	WEIGHT (OZ)
Lower and upper receiver	Kaiser Shooting Products X-7 Fusion	\$240	11.1
Barrel	Faxon Firearms 16-inch Pencil	\$175	18.8
Handguard	BCM KMR 13	\$300	7.5
Muzzle device	Taccom .625-inch ULW Compensator	\$55	1.1
BCG	Whiskey Arms Aluminum Lightweight Bolt Carrier	\$200	3.9
BCG	BCM bolt parts	\$103	2.1
Gas block	SLR Rifeworks Sentry 6 set screw adjustable gas block (steel)	\$120	1.2
Gas tube	Faxon Firearms mid-length gas tube	\$16	0.7
Charging handle	BCM Gunfighter Mod 5	\$48	1.2
Lower parts	Strike Industries Lower Parts Kit	\$35	1.3
Safety selector	Strike Industries Ultimate Selector Switch	\$40	0.3
Fire control group	Alexander Arms Tactical Trigger	\$204	2
Receiver extension	BCM rifle-length receiver extension	\$20	3.3
Buffer	Taccom Adjustable Rifle System	\$37	1.9
Buffer spring	Rifle action spring	\$5	2.1
Buttstock	Buttplate only from A2 stock		1.7
Pistol grip	A2 pistol grip	\$3	2.9
RIFLE-ONLY		\$1,601	64
Optic	Trijicon RMR06	\$708	1.1
Optic mount	Alamo Four Star RMR mount	\$119	2.4
BUIS	Bobro Lowrider Sights	\$211	1.6
Sling	Proctor Sling	\$29	2
TOTAL		\$2,668	71



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**BARREL LENGTH**  
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**MAGAZINE CAPACITY**  
30 rounds

## ACCESSORIES

Trijicon RMR06	\$708
Alamo Four Star RMR mount	\$119
Proctor Sling	\$29
Bobro Lowrider Sights	\$211

**MSRP**  
\$1,601

**PRICE AS FEATURED**  
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# ON THE GRIND

AS FOUNDER OF EMERSON KNIVES AND AN ACCOMPLISHED COMBATIVES INSTRUCTOR, ERNEST EMERSON BELIEVES THAT PASSION AND HARD WORK (AND A BIT OF LUCK) GIVE HIM AN EDGE IN BUSINESS AND LIFE

BY PATRICK VUONG | PHOTOS BY Q CONCEPTS

Ernest Emerson is seen differently by different people.

His customers view him as the eponymous founder of a knife company that makes some of the most hardcore tools on the planet. His students in the military and law enforcement rank him among the most elite instructors who've mastered unarmed and edged weapon combat. Some industry competitors fear his reputation as a quick-tempered rival who's not afraid to get in their faces about their business ethics. And his friends and family know him as a loving father and husband who makes family the top priority.

So who's the true Ernie (as close companions call him)? If you ask Emerson himself, he'll tell you he's just a poor Wisconsin kid who was lucky enough to grow up to become a custom knife-maker and founder of Emerson Knives Inc. After all, there was nothing in his humble beginnings that would have suggested his eventual worldwide popularity. "I was born in a log cabin built by my grandfather," Emerson said. "He built it as my parents' wedding present. My house was 20 by 30 feet long and my bedroom was in the corner of the kitchen. I didn't come from anywhere but the ground up."

Though his father was a school teacher and his mother a secretary, the Emersons were also farmers, so young Ernest learned the value of hard work at an early age. He lived in a community where school was closed for a week so everyone — men, women, and children — could go hunting at the start of deer season.

## ENTER BRUCE LEE

Growing up loving the outdoors in the rural Midwest, Emerson became a gifted athlete and was drafted at 17 by the St. Louis Cardinals. He played for its minor league team as a pitcher, shortstop, and first baseman. He had dreams of playing in the Big Leagues — until something strange appeared on the American horizon: East Asian martial arts.

In 1972 ABC started broadcasting *Kung Fu*, a drama about a Shaolin monk from China who travels to America's Wild West. A year later, Bruce Lee (who reportedly created the idea for the TV show, but wasn't cast in the lead role) became the first international martial-arts movie star with the release of *Enter the Dragon*. Suddenly, everybody was kung-fu fighting — or at least wanted to, and Emerson was no exception.

Finding a commercial dojo in 1970s America was about as easy as shooting wings off a housefly at 25 yards. Emerson tracked down a YMCA that hosted classes in a Korean version of Japanese judo — in the next state over. So twice a week, he drove 80 miles one way to Duluth, Minnesota. He couldn't get enough of it.

Martial arts training would supplant his dreams of playing baseball. Though he had a wicked arm and fast legs, it was clear he couldn't break into the Big Show due to just average batting skills. So, Emerson took his talents and his brains to the University of Wisconsin-La Crosse, where he not only played for the baseball and football squads, but

ENTERED

ENTERED





The balisong that started it all. Ernest Emerson built this out of aluminum and steel using handtools, basing it on a butterfly knife he borrowed from his Jeet Kune Do instructor, Richard Bustillo. It's the first knife he ever made and he refuses to sell it, despite some ridiculously lucrative offers from collectors.

also earned a black belt in Shotokan Karate and a brown belt in Kyokushin Karate with on-campus clubs. He eventually graduated with a degree in physical education and was on a path to becoming a school teacher, when he realized he was more of a fighter than he was a scholar.

### THE BUTTERFLY (KNIFE) EFFECT

Emerson still pined to learn Bruce Lee's eclectic system of "scientific street-fighting" called Jeet Kune Do (JKD), known for eschewing traditional methods, while incorporating everything from wrestling and boxing to Muay Thai and Filipino stick fighting. With Lee having died of a cerebral edema several years before, Emerson sought out the next best source of JKD knowledge: The Filipino Kali Academy in Torrance, California. This school was founded and run by two martial-arts legends: Richard Bustillo (a senior Lee

student and longtime reserve police officer who was profiled in RECOIL Issue 5) and Dan Inosanto (one of only three people personally certified by Lee as an instructor). Emerson moved to Southern California, working as a machinist for Hughes Aircraft Company to pay the bills so that he could learn martial arts at night.

It was at the academy that Emerson started to learn how to use the *balisong*, a weapon commonly called the butterfly knife. But he was too poor to pay for one, so Bustillo let him borrow a balisong to use as a template to make his own. Bustillo told RECOIL that he had expected Emerson to create a crude facsimile, but was stunned when his student returned the next class with a working reproduction made from aluminum and steel. Emerson had fashioned the balisong using a hacksaw, hand file, drill, and butane torch.

Emerson's homemade balisongs

were so spot-on that other students were asking him to make them some, too. He caught the grinding bug and was soon making all sorts of custom folding knives part-time.

### SECRET SAILORS

His thirst for fighting knowledge had not only brought him to the hotbed of progressive martial arts in the '70s and sparked his knife-making dreams, it also allowed him to meet the woman who would eventually become his wife, Mary. His move out West also allowed him to train with Brazilian Jiu-Jitsu icons Rorion and Royce Gracie at the Gracie Academy in Torrance, California, before they went on to form the Ultimate Fighting Championship and establish modern mixed martial arts in North America. The grappling and submissions Emerson learned from these no-holds-barred brothers complemented his JKD (as Bruce Lee always encouraged cross-training) and was later incorporated into his own method of self-defense called Emerson Combat Systems.

By the mid-1980s, though still grinding blades out of a shop in his garage, Emerson was now making a name for himself due to his intricate folding knives, combining common elements of the era (clip-point blades and staghorn handles) with materials that were considered exotic at the time (Micarta, titanium, carbon fiber, etc.).

His obsession with self-defense never waned, and he soon focused





his designs less on “art” and more on “martial.” That led to the creation of Viper Knives, tactical tools that were meant to take a beating and dish one out, too. It didn’t take long for some special warriors to take notice: the U.S. Navy SEALs. Soon enough, he was designing a prototype based on the needs of West Coast-based frogmen until the CQC-6 emerged. Emerson’s signature model proved so popular with special-operation forces (SOF) that it quickly made appearances in magazines and Richard Marcinko’s *Rogue Warrior* novels. While old-school knife nuts might argue over who made the world’s first tactical folding knife, there’s no denying that it was Emerson’s design that helped popularize tactical folders not just in mainstream America, but globally, too. Naturally, Emerson changed the name of his custom knife line to Specwar Knives and collaborated with large manufacturers like Timberline Knives and Benchmade Knife Company to produce his designs in larger numbers.

Realizing that he just couldn’t keep up the supply to meet the overwhelming demand, Emerson and his wife founded Emerson Knives Inc. in 1996 to not only have total control over their business operations, but also to manufacture products on a much larger scale.

### FAMILY AFFAIR

One of the company’s first production knives was the Commander, featuring a patented hook on the spine



of the blade that snagged on one’s pocket and caused the blade to open as it was drawn. He called this unique feature the Wave (later changing it to “wave-shaped opening feature” for legal reasons). They’ve been used everywhere on this planet by all sorts of professionals, from search-and-rescue workers to the most elite SOF operators, and even by NASA astronauts in outer space.

Today, he licenses this wave-shaped opener patent to several competitors and launched a successful collaboration with Kershaw Knives in the past year or so that has allowed fans of both companies to acquire en masse his designs for much more affordable prices. He also writes books on combat and self-defense, works as a technical adviser to TV and movie productions, testifies as an edged-

weapons expert for the Los Angeles County District Attorney’s Office, and continues to teach combatives to the world’s premier military units and law enforcement agencies.

In an exclusive interview, Emerson was gracious enough to open up his headquarters to RECOIL and give us a behind-the-scenes look at his company’s production shop, his personal grinding station, and his on-site dojo. He also recollected highlights from his storied past and spoke candidly about his future, revealing plans that include making weapons that not only slice and stab, but also go “pew pew.”

He also revealed a big secret: Though his company produces manly weapons that bear his name, the heart and soul of Emerson Knives are actually women. His wife, Mary, oversees the business. His daughter, Rachael, is

Ernest Emerson might be the face of the company, but it’s the women in his life who run the day-to-day business. From left: daughter Megan, Ernest, wife Mary, and daughter Rachael. (Not pictured, son Lucas)

▼ As Lynn Dorsey stabs forward, Ernest Emerson side-steps while deflecting the knife hand. He then steps in to avoid the blade while simultaneously moving in for a take-down. Now Emerson can drive his knee and shin into his attack’s head and neck and break his arm or go for a disarm.







Ernest Emerson meets with his wife, Mary, and his head of marketing, daughter Megan, about prototypes he made for his next line of custom knives. In his on-site dojo located behind him, a student works out during a Brazilian jiu-jitsu class.

director of operations, while his other daughter, Megan, is head of marketing and advertising. Though just a small family-owned business, the Emersons continue to have a huge influence on the knife market and have their sights set on even bigger goals — goals made all the more significant considering Ernie's humble beginnings in that log cabin so far away in Wisconsin.

**RECOIL: Were you always fascinated with knives at an early age?**

**Ernest Emerson:** My grandfather gave me my first knife when I was 8. We were in the back of the farmhouse, and he gave me his jack knife. He said, "I want you to have this. You're old enough to have it — but don't tell grandma." [Laughs.] I wish I still had that knife, but I remember it said Barlow on the blade. It had a single blade and a brown wooden handle.

**How about firearms? What was your first exposure to guns?**

**EE:** That's another aspect of my life that most people don't know. Growing up in northern Wisconsin, I could walk out my door and go shooting. Guns are a part of my culture, if you will.

My first pellet gun, my first .22, my first deer rifle, those were all gifts before I was 12 years old. I grew up in an area where guns were the norm for all

kids, boys and girls. I shot on our Explorer Club's Rifle Team all throughout high school. We used the U.S. Army's small-bore .22 rifles, which were very heavy and very accurate.

There's just something about shooting a gun at a target or an animal when you're hunting that also fills one of those primal needs. It's so enjoyable, it's almost a Zen-like experience.

**Speaking of Buddhist-like experiences, you got interested in martial arts after watching *Kung Fu*. What was it like training back then?**

**EE:** I wrestled in high school and did all that, but once I got the taste of combat sports, I was all over it. I'm not the kind of guy who was a bully — don't get me wrong — but there was nothing I wanted to do more than fight. I went to the Bruce Lee movies and was like, "Oh my God, this guy is a magician!"

**So it was true that you moved to Southern California strictly because you wanted to learn Jeet Kune Do, Lee's system of fighting?**

**EE:** I was reading *Black Belt* magazine, and I knew about Dan Inosanto and Richard Bustillo. They were the guys who carried on Jeet Kune Do. So, I moved to California just to go to their school, what was then called the Filipino Kali Academy.

**What was it like when you got there?**

**EE:** You can't just go in and start training. They said, "We're full, and we start a new phase one class in probably three months." I said to myself, "Wait a minute. The tae kwon do school over there lets you walk in, you throw the guy some money, and they throw you onto the mat." But I got it. This was not your average martial-arts environment. At that time it was the premier full-contact fighting school in the world. The only other place you'd get that kind of full-contact instruction would be Muay Thai over in Thailand or a boxing gym. As for the United States was concerned, that was *the* place. They were bangers in there.

Three months later I got a little postcard saying I was scheduled to start training on Tuesdays and Thursdays. That was the event that changed my life and led to almost everything I have today. The friends and experiences I was exposed to at that school really shaped me as a human being.

**Richard Bustillo told us that when you were his student, you made a butterfly knife based on one that you had borrowed from him.**

**EE:** That was actually the first knife I ever made, and that led me on my knife-making career. There's something about being able to think about something, draw something, and then turn it into something real. How many people get an idea that becomes a physical object? And on top of that it's a weapon. That was the big thing for me.

**Making training knives for classmates is one thing, being a custom knife-maker is another. What made you want to grind blades?**

**EE:** The Great Western Gun Show was going on in Pomona, California, and I talked my wife into going there. And lo and behold there was a section for knife-makers. Mel Pardue was there.





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Michael Walker was there. I talked to them and asked what their other jobs were and they said, “No, this is our job. We make knives.” I turned to my wife and said, “Mary, I want to make knives.”

**How did you end up making knives for the Navy SEALs?**

**EE:** I was at a custom-knife show in California, and three guys came up to my table. They asked, “Are you from here?” I said I’m from Torrance. And they said, “OK, cool. We’re underwater welders, and we have some knife projects for you.” I said, “Oh, wow. I didn’t know you could weld underwater.”

They said, “We work out on oil rigs, but we’d like to have a knife that we can do certain things with — scrape barnacles, get the metal exposed, etcetera. Do you think you can make a folding knife with one of those Phill Hartsfield chisel-ground blades?” I said, “Sure, but I better ask Phill first because that’s his signature grind.” So I called him up, and Phill said, “Well, Ernie, you’re the only person to ever ask for permission, so go right ahead.” So I made a chisel-ground folding knife, and it eventually became the CQC-6. That knife was basically the father of all tactical knives.

Six months into this whole thing the three welders came back and said, “We haven’t been forthright with who we are, but” — in their own words — “you’re good wood, so we’re going to tell you: We’re not underwater welders. We’re Navy SEALs, and we’re with a special unit called SEAL Team Six. At that time, SEAL Team Six was still off the records. It was a black special-operations unit. So I started making knives for the Navy SEALs, and they became my biggest mentors and my harshest critics.

**Was it through this relationship that you started teaching combatives to SEALs**



**and others in the SOF community?**

**EE:** Because of the knives I was making for that unit, I ended up becoming friends with many SEALs and former “plank-owners,” including Richard “Dick” Marcinko [novelist and first commanding officer of SEAL Team Six], Chris Caracci, Dennis Chalker, and Harry Humphries. They had a security-management company called Global Studies Group Inc., and they brought me in as the lead hand-to-hand combat instructor because they knew I had done all this training and had done some teaching. I ended up running around with all these SEAL Team Six guys for seven or eight years, during the early to mid ’90s.

**Can you share a story from those days?**

**EE:** Chris Caracci invited me to do the first ever edged-weapons class at Gunsite Academy. Up until that point, there were martial arts and there were firearms. They didn’t cross. They didn’t even get along.

Chris was one of those pioneers who said, “Combat’s combat. It doesn’t matter if it’s with a gun, knife, or stick. If you get in a situation, how do you know what you’ll have in your hand — if anything?” So he convinced [Gunsite founder] Jeff Cooper that they should offer hand-to-hand combat and edged weapons training in addition to

the gun-fighting. That broke the ice, and exposed martial artists to gun-fighting and gun-fighters to martial arts. I’m not saying it didn’t happen in the 1930s with Colonel Cooper or Rex Applegate. But in modern times, they didn’t mix. After we put the ball in motion, it exploded and now you can hardly go to a gun-fighting school without learning hand-to-hand combat or edged weapons.

**How did you get involved with Benchmade?**

**EE:** I got a call from Benchmade and they said, “We heard about this knife you’re making for the Navy SEALs. We want to make the CQC-6 as a commercial venture.” I said, “No, can’t do it. That’s *my* knife. But I do have something similar called the CQC-7.” That became the No. 1-selling tactical knife in the world within about three months after we came up with it. That happened before I told my wife I wanted to be a knife-maker full-time.

**What was it like to quit a sure thing at Hughes Aircraft?**

**EE:** I remember the day I came home and said, “Mary, I want to quit. I want to make knives, and I think I can make a living at it.” At first she was like, “What?!” But then she said, “If you think you can, let’s give it a try.” Like





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so many other stories of a successful man, there's always a woman who makes that possible. She had faith in me, knowing I could do this.

I spent every penny I had, all my retirement savings, to populate the company with machines and employees. I was dead-ass broke and just hoping to make my house payments, but I had to make my payroll payments first because my employees were the ones who would eventually help make my house payments in the future. But I was very lucky because we already had a pent-up demand for our knives.

#### How did you come up with your most famous invention, the wave-shaped opener?

**EE:** The SEALs running the combat fighting course decided to have a knife that had a feature that, if another blade came into play and went up the spine, it would catch to prevent the user from being cut. So I designed this blade-catcher feature, and it looked like an ocean wave about to break so I called it the Wave. After a few days I told them to come up from Coronado [where they were based] because I had a couple of prototypes built. They looked at the knife and said, "That's exactly what we want." So we had a couple of beers and they left.

Then I'm fiddling around with the prototype and I pull it out of my

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pocket and I realized that the knife opens up when you pull it out of your pocket. Honest to God, my phone rings as I'm doing this [*motions as if he's drawing his knife*] and it was SEAL Mike Ferguson: "F\*ckin' A, Ernie, do you know what it does when you pull it out of your pocket? It opens up! This is crazy. It's a self-deploying knife. And you know what? We can open beer bottles with it, too." [*Laughs.*] I would love to tell you that I'm just a genius, but it happened by accident. But it was a good accident.

#### So why did you have to change the name from the Wave to the "wave-shaped opening feature"?

**EE:** I don't pay attention to what's going on in the cutlery industry. That's partly because I'm really busy, but it's also because I don't follow any trends, what's hot, or what's the latest super steel. One day we got a letter saying, "You're being sued by Leatherman, because we have a tool called the Leatherman Wave and it's in the cutlery genre." I said, "What? What the heck is going on?" So, I got a hold of an executive at Leatherman — let's call him Paul — and told him we're a little family-owned company and didn't know there was a tool called the Leatherman Wave. I said to him, "Nothing was done with any kind of malice. A lawsuit like this could really hurt us. We're willing to do whatever it takes to comply." He said, "You seem pretty squared away and if you're honest with me, let's do something. I'll have them draft up an agreement, and we're not even going to tell you that you can't use the word 'wave.' But if you do, it has to say 'Emerson wave-shaped opening feature' and put it in quotation marks. I'll be happy with that and we can avoid all this bullshit." I told them, "I'm sorry. I have Leatherman tools. I'm a fan of the company, and I feel really bad." So, I signed the agreement and that was that.

#### We've heard rumors that Emerson Knives is going to get into the firearms market.

**EE:** Right now there's nothing on the immediate drawing board, but we probably will do some firearm projects in the future. Of course, it's always easy for me to design a knife to fit the motif of a special rifle, match serial numbers, and color-coordinate them. So, gun collaborations are more likely in the immediate future rather than us building guns or gun parts. I don't want to mislead readers into thinking we're going to turn into a gun company or a customization shop.

#### Why venture into firearms, even if it's just collaborating with an established firearms manufacturer like JP Enterprises?

**EE:** Guns and knives go together like ham and eggs, peanut butter and jelly. And I said, "Damn, wouldn't it be so cool to have guns that have either our input or Emerson's logo on them." One of my dear friends, Larry Yatch [a former Navy SEAL and the president of Sealed Mindset], is one of our business mentors. He's a badass motherf\*cker, but he's a really smart guy. He's an extremely intelligent guy, beyond being an Annapolis grad and having a college degree. I left the gun specs up to Larry. When he came in, he said, "JP can do an excellent product and they'll spec it however we want it as long as it doesn't do anything to take away from the integrity of the platform." So we can do a gun-knife combo or a signature series.

#### What's the best knife for self-defense?

**EE:** It's the knife you will carry 100 percent of the time. Period. That's it. I don't care if it's a Spyderco, a Gerber, or a Buck. The point is you have to have it with you in order to use it. It's the same principle if you buy your wife pepper spray or a handgun. If she's



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walking to her car with it buried in her purse, she can't use it. The perfect self-defense knife is the one that is legal to carry and is the right size for your pocket.

**Why do you have a reputation in the industry for being a bit of a tough guy? Is it the martial arts?**

**EE:** [Famed knife-maker] Ken Onion asked me, "Why aren't you in the Blade Hall of Fame?" I said, "Because I threatened to beat up some of the guys in the Blade Hall of Fame." One of them was really famous, but a horse's rear end. This guy accused me of copying his designs, and that was 100 percent impossible. It was actually the other way around. He got caught and put on the spot in public, and so he lied. Honestly, I do not mess with anyone. If you said, "Ernie, your knives are shit," that doesn't bother me. But if you were to say that I'm a liar or someone in my family did something immoral, I won't stand for it.

**What's on the horizon for you?**

**EE:** The goal for the company is to transition so my children can manage and run it, but so it'll still have

the same personality that Mary and I brought when we first started. They've got it, because they're already doing most of the business.

The last two years I've been furiously creating knife designs because what if I were to be run over by a bus? The company would be in a lurch for the Emerson design. I know that's a key factor in how our customers see an Emerson knife: if it's Ernest Emerson expressed through a knife that goes into their pocket. I've got probably 10 years' worth of knife designs banked up so that if something were to ever happen, my kids could carry on and there would still be Emerson knife designs for quite a while.

**What's the one thing you'd like people to know about you?**

**EE:** We've donated hundreds of thousands of dollars to veteran organizations, Navy SEAL foundations, and other charities. One donation we gave \$25,000 in cash to the surviving family members of the SEALs and soldiers who were shot down during Operation Red Wings. We donated \$12,000 to St. Jude's, and we gave — I don't even remember all of these because they're

not done for recognition.

So many good things have happened to Ernie Emerson, the Emerson family, and the Emerson knife company that allowed me to pursue the things I love to do. The only way that it can ever sit right with me is if I pay back with my time and effort to anyone who needs help. I go into schools to give talks to young kids about how to succeed in life by doing the right things. I wrote a series of books on combat and self-defense to get information out that might help someone out of a bad situation. I'm doing a book about women's self-defense and another about how to undo the "wussyfication" of American boys — how to create warriors not wimps.

Now that my kids are taking on more responsibilities at Emerson Knives, my goal is to build the custom knives, design the knives for the company's future, and give back what I believe is some of my wisdom to the world. That's not to say I'm a wise man, but I've learned a few things over the years. *[Laughs.]* But maybe I can guide some young kids not to make the same mistakes I've made. It's just time to give back, and I still have some good years left. ■



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# SPOT, STALK, KILL

TAKING A BEAR IN THE IDAHO WILDS

BY ROB CURTIS



### We all play a role in nature's order.

During one week in May, 2015 I was one of Mother Nature's henchmen.

Leaving the world of office politics, social media, and even family behind, I loaded everything that would matter for the coming week in the saddlebag of a mule and rode into the steep-walled mountain valleys of the Frank Church River of No Return Wilderness in central eastern Idaho.

The trail to camp was 8 miles that began at the concrete boat slip of Corn Creek Campground, but bloomed into a corridor of primal beauty that remains nearly unchanged since the summer days of 1805 when Meriwether Lewis and William Clark passed through Idaho.

Myself and two other hunters were after black bears just waking from their winter hibernation. On the hunt with me was Sterling Becklin, one of the principals of Erathr3, and Derek McDonald, the chief marketing officer of Proof Research. Both are accomplished hunters.

Provisions for camp and guides were provided by Horse Creek Outfitters, a Challis-based outfitter that supports permitted hunting in more than 300 square miles of public and private land in east central Idaho.

### BEAR FACTS

Black bears are omnivores. They eat everything from nuts, berries, and insects to small deer, elk, and carrion. They are found all over North America with numbers ranging from 350,000 to 450,000 and scientists think their population is growing. That's a lot of bears. They typically live in forested areas at elevation away from human settlements, but quite often end up in backyards and campgrounds scavenging for food. In many communities, black bears are thought of as a nuisance.

All of this means black bears aren't in any danger of dying out, even with tens of thousands of them killed each

year by permitted hunters. In fact, their continued growth means there's a good chance you'll end up hitting one on a highway or finding one dining from your trash bin depending on where you live.

Bears aren't typically violent, but they are fast and powerful animals weighing anywhere from 90 to 550 pounds and capable of running as fast as 20-30 mph. They have a strong sense of smell and their vision is thought to be on par with that of a human. This makes them tough to sneak up on.

Nature gives us some advantage, however. Bears waking from hibernation stay pretty close to their dens for a couple weeks. They don't like to walk far because their footpads peel and regrow over the winter and their new pads are soft and feet sensitive. We also know that they'll be near water, and will forage from low areas in the morning moving to higher ground throughout the day following the sun and thermal drafts.

### PRIMAL LEGACY

If you're like most people you're well removed from the source of your food. I posit this is an unnatural state of affairs. Humans have been hunting and slaughtering animals far longer than we've been shopping in supermarkets. Be it for sport or sustenance, there's something deeply primal about the hunt.

Perhaps that explains why so many people enjoy the activity. The simplicity and serenity of seeking out a meal or defending a community from a threat is hard wired into us. Hunting and killing animals of all kinds goes back to the earliest members of the human species.

The Erathr3 Sherpa we shot came with three .308 AI mags, each personalized, numbered, and fitted to the gun.



Getting the 8 miles from the last vestige of civilization to the hunting camp using horses and mules that know their way lets you admire the scenery instead of the trail.



Anyone can learn the game and the terrain, but few can bring it to their clients with as much ease and charm as Horse Creek Outfitter's lead guide and co-owner, Adam Beupré.

No horse, no problem. Sterling Becklin chose to cover the ground under his own two legs. It may have been because the horses were scared of his stylish compression sock, but probably not.





## NATURAL COMMUNION

For me, there's serenity in the hunt. It's found in between the sweating, the waiting, and the violence. It all comes down to one thing. Pursuit.

The single objecting makes things easy. It's as if your EDC blade is Occam's razor. Every question is answered in terms of how the outcome affects the pursuit of the animal.

That pursuit brings an unparalleled communion with nature. As you stalk an animal, you watch and learn in ways the Nature Channel cannot compete with. This isn't virtual reality, it's absolute reality — red in tooth and claw. Walking the same ground, as your prey, observing its habitat, and learning to anticipate its movement are experiences and skills a person can't develop in an artificial environment.

## BRASS TACKS

To hunt a black bear in Idaho, I needed to buy an out-of-state hunting license and a bear tag. The license costs \$155 and the tag costs \$184. Each tag allows the taking of a single black bear. The number of tags available per season is controlled by the Idaho Department of Fish and Game and is determined to best conserve the number of animals in the state. Incidentally, all of Idaho's funding for wildlife conservation comes from licensing, tags, and permits. It's the sportsmen that use them who pay for the maintenance of the animal population and protection of wild spaces.

Packing in to base camp on horses and mules took a few hours. Riding in was a great way to see the terrain. The animal knows to follow the path, so I was free to look around as the pack string moved up the creekside trail. We were at the base of rising mountains on either side of Horse Creek. The valley walls were somewhere between 40 and 50 degrees. Hiking them in search of a bear was going to suck.

As we rounded the last corner, a few tents appeared on a low, flat spot ahead of us. This was home for the next week. In addition to Adam Beaupré, co-owner of HCO and its lead guide, and Dalton Hall, HCO's wrangler, both of whom rode in with us, we met the other lead guide, Tom Martiny, Beaupré's wife, licensed guide and HCO's other co-owner, Sahra Beaupré and HCO's 26-year-old intern Megan Gould. The five of them would be responsible for keeping us happy and fed while helping us find our prey.

## THE IMPORTANCE OF SEEING

The first morning we woke after dawn and McDonald, myself, and guide

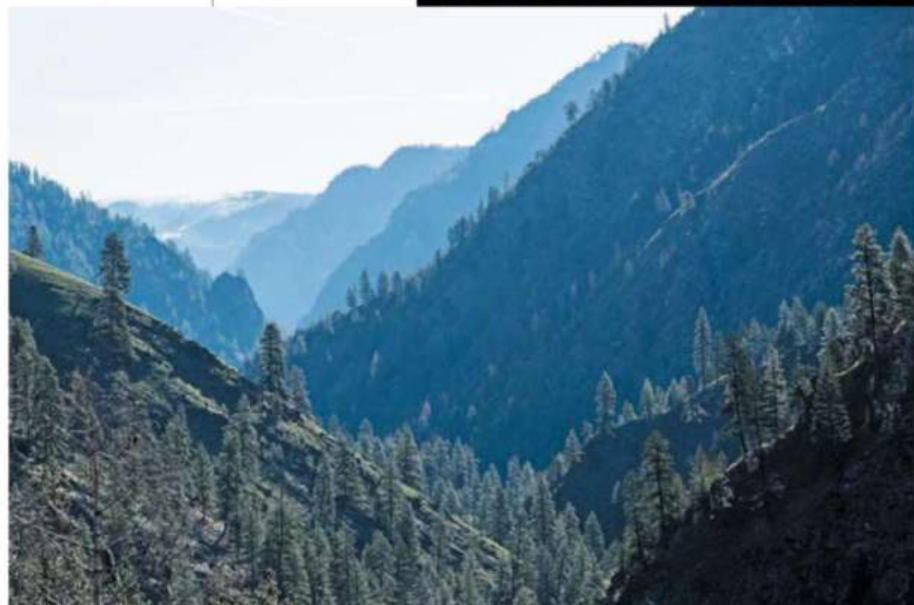
Martiny hiked up to a nearby rise to begin the spotting stage of our spot and stalk hunt. We spent the entire day glassing for bears. Starting low and moving up every few hours, we sat on our haunches and scanned the other side of the valley with binos.

I started with a set of Steiner T28 Tactical 10x28 compact binos. I quickly realized their field of view was a little too tight for effective scanning. I ended up borrowing a set of Swarovski Optik EL Range 10x42 WB binos that cost about 10 times my Steiners, but offered a huge improvement in clarity, color, and contrast with a slightly wider field of view and the ability to measure ranges at the push of a button.

I was instantly sold on the merits of good glass. Spotting a black bear laying in the shadows was nearly impossible with my compact binos. There simply wasn't enough contrast to differentiate between shadow and

HCO guide Tom Martiny watches for movement on the mountain across the valley. A keen pair of eyes, a methodical approach, and copious amounts of patience are only the bare essentials when it comes to glassing.

Martiny and McDonald, right, move to higher elevation while looking for bears. The Horse Creek Valley burned a few years ago, scattering clearings around the mountainsides. These clearings allow line of sight from one side of the valley to the other.



Binos are as important as guns when it comes to hunting. It didn't take long to appreciate the difference between inexpensive and premium optics.



The Swarovski EL Range 10x42 WB binos, left, and the Kestrel 4500 Applied Ballistics were tools weren't strictly needed on the hunt, but after using them, we'd feel naked without them.







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bear. The other thing I learned was the importance of a tripod for spotting. Holding a magnified optic steady enough for detailed observation is tough. Even though the opposite valley wall was no more than 300 to 1,000 yards away, it was tough to see detail on the ground with the glass vibrating in my hands. I improvised, though, and placed the binos against the underside of the brim of my ball cap and held brim and binos as one unit.

Martiny peered through his tripod mounted binos, scanning the opposite valley wall in a pattern. He was first to spot a bear. He talked us on and I saw my first black bear of the trip about halfway up the opposing slope, 600 yards away. Too far for a shot with the .308 Win we brought. We sat and watched the bear slowly lumber around the trees, looking for insects to eat.

Spotting game is a lot harder than I thought. It takes a massive amount of concentration and discipline. Check out the photo of the mountainside on the adjacent page. Look closely and you'll see Becklin standing in the middle of the frame during the recovery of his bear described below. This photograph wasn't made with a wide angle lens. It was shot with a 105mm telephoto lens on a full frame DSLR. Peering 400 yards across the creek with a naked eye, it's nearly impossible to discern a bear from its shadowy, pockmarked environment. Even adding movement to the discovery process doesn't help all that much. A gusting breeze is all it takes to make tree shadows wiggle, further camouflaging a slow moving bear.

We saw another bear, a sow according to Martiny, but she was also too high up to engage and moving higher. After 10 hours of slowly moving up our side of the valley and glassing across, we decided it was time to head back.

### BECKLIN'S BEAR

As the three of us glassed south of camp, Becklin and Beaupré went north a few miles where they spotted a bear late in the day and shot it across the creek. When we all got back to camp for dinner, we found out that Becklin's



bear was high up at the edge of a cliff on a tricky spit of land. He shot the bear as it neared the edge of an 800-foot cliff, thinking it would collapse and roll down the steep embankment and over the cliff edge where it would free fall to the creek below for an easy recovery. Not so. The bear rolled only about 20 feet before getting caught on a sapling that held it in a precarious location.

Wednesday morning I watched the recovery operation from the opposite side of the creek. Becklin and Beaupré crossed the creek shimmying over the creek on a downed tree while carrying ropes to secure themselves and the bear as they processed it. I watched them duck in and out of sight as they hiked and climbed for about an hour through steep, dense trees and exposed rocks to get to the bear Becklin shot the night before. At one point, they disappeared into the fold of a ravine and seconds later I watched a bear run out just behind them. It turns

The name Horse Creek is a bit deceiving. The waterway that splits the valley is a 40-foot wide torrent of snow melt that had to be respected and crossed a few times on the hunt.



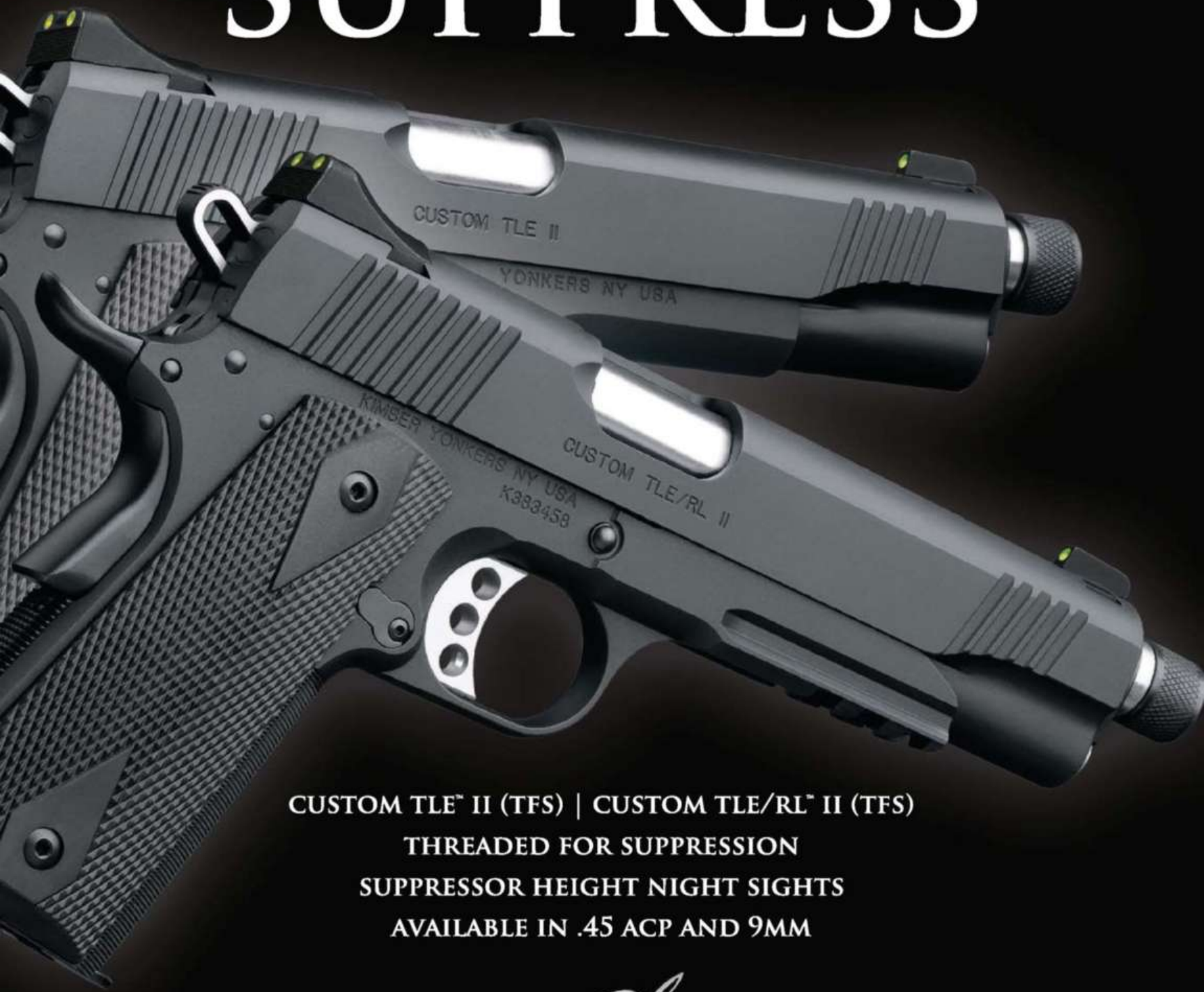
### THURSDAY

The Erathr3 Sherpa was used to dispatch all three bears on the hunt. Idaho allows the use of suppressors, and the 18-inch barreled Sherpa was a great host for the SilencerCo Omega. The author sets up for his shot on a rock table. When Mother Nature offers you a stable, comfortable shooting platform, you use it.





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out they never saw it, nor could they hear my yells of warning. The bear ran up the hill and away.

As I watched, I was dumbstruck at how small the pair appeared on the other side of the creek. They were out in the open no more than 450 yards away, but practically invisible because of the distance and impossible to hear because of the noise from the snow-melt-swollen creek below.

Shooting the bear was the easy part of the hunt, I quickly realized as Becklin stuffed the bearskin in his pack and began the slow, treacherous hike back. Four hours after they started, Becklin and Beaupré crossed the log and we all headed back to camp with the skin and skull of his 200 pound, 5-foot bear.

### MCDONALDS BEAR

While we were recovering Becklin's Bear. McDonald spotted one of the bears we saw Tuesday and crossed the creek with Martiny to stalk it. It was too far to shoot from across the creek, so he decided to get up close and personal. They spent the entire day climbing the steep and navigating a knife edge cliff to get into a position where they could creep up and shoot the bear from a few hundred yards away. They were high up, maybe 700 to 800 yards upslope when they got upwind and closed the deal. They processed the animal and hiked back down. It was close to the size of Becklin's bear. Average, if a little on the small side.

### MY BEAR

Thursday, Adam Beaupré and I lit out on foot heading south as the sun rose. I had the Sherpa strapped to my Arc'teryx Khard 30 and the five-round mag in my pocket. We covered 2 miles in a little more than an hour on the creek trail and ascended a steep 100 feet to an area with a panoramic view of three valley walls and five peaks beyond them.

We sat on opposite sides of the low hill and glassed for bear 'til lunchtime. Every once in a while, Beaupré would get radio contact with the other guides that were scanning two other areas along the valley. Dalton Hall, HCO's wrangler and guide-in-training told us he'd spotted a bear.

Beaupré and I packed up and hiked the trail back through camp and another couple of miles up creek where we went off trail and climbed the 50-degree slope to a rock promontory. The climb was exhausting. Aside from steep, the ground was a mixture of loose dirt and ash left from a forest fire that ripped through the valley a few years prior. Walking in the doff was like walking in 4 inches of soft beach sand covered in a wisp of thin grass.

Up on the rock, we sat and glassed again. After about an hour I spotted a slightly heaving shadow on a rock directly across and about 200 yards upslope from us. The bear was sleeping in the shade on a rock with just its butt exposed. For comparison, and because I had time to kill, I switched back and forth between my pocket Steiner binos and the Swarovski's. No contest. Looking through the Steiners, all I saw was a black blob while the Swaros revealed the subtle contrast between shadowy rock and furry bear.

The bear was about 600 yards away, further than I wanted to shoot with the .308, so we sat and waited for a few hours for the bear to wake up and start moving with the hope that it might go against its nature and move across and downhill. Adam said he was a biggish bear. Once it woke and began moving, he could tell by comparing the size of its head to his body. If a bear looked lanky at distance, it was likely small. This one was thick all the way around.

As we watched the bear meander across the opposite valley face, he moved a little higher, but not much,



The Frank is a great place to watch nature take her course. The fire that burned through the area a few years back cleared the way for new growth.

Harvesting the skin, skull and meat from a bear takes about an hour. Beaupré is holding a piece of backstrap that we'd use for dinner later that night.

Downed trees provide access from one side of Horse Creek to the other every few miles. The slippery, wet logs were not place to test our balance. Sliding across on our asses was the safest way to go.



Black Bear stroganoff, prepared by Becklin. The bacon was a stroke of genius. Sahra Beaupré, one of the HCO guides, did double duty taking care of camp chores and meals between bear and wolf scouting sessions.







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and crossed into a gully and out of sight. The topography where the bear moved was like huge, gray rocky scabs sitting on a steep, green mountainside.

The bear disappeared for a good hour. I repositioned to a slightly lower set of rocks that were about 100 yards to the left. The move brought a couple benefits. Moving left gave better visibility into the shallow gully the bear meandered into. I still couldn't see him, but we'd have a little more warning if he popped out on the rocky spine where the trees and underbrush gave up. Second, the lower position featured a 10x20-foot flat-topped rock ledge with big stone platform that was just about shoulder high when seated. While there wasn't room to prone out, the rock was practically a naturally formed shooting table.

It took a few minutes to set the rifle in on the bipod and get into a comfortable shooting position. I had no idea how long I was going to spend sitting in the spot staring across the valley in search of a lumbering black dot. I did know it was getting past dinner and it was time to eat a granola bar. Pushy climbed up to join us and help observe.

But, first, I had to get set up for a shot in case Bear popped up. I had limited DOPE on the gun because we decided earlier that shooting past 300 yards with an unfamiliar rifle and round was probably not a good idea. I didn't want to risk wounding an animal. But, the chance of this bear dropping down toward the creek this late in the day was slim. Bears follow the thermals, chasing the warmth of the sun. At 7 p.m., the long shadows of adjacent peaks cooled the base of the valley, inviting the bear to climb higher — further from my muzzle. The valley walls were so steep here that the distance to the same elevation point on the other side of the creek was only 300 yards away.

I decided to work out the drop in case I needed to shoot 400 yards. I pulled out my Kestral with built-in Applied Ballistic computer and used it to measure the temperature and softly gusting wind and apply that data to the shooting solution it spit out based on the bullet and muzzle velocity I'd entered earlier in the trip.

As I was messing with the computer, Beaupré tapped me and pointed. The bear had popped out low and practically right in front of us. I got on the gun, adjusted the magnification of the Schmidt & Bender 5-20x50 PM II Ultra Short out a bit so I had some room to track and lead the bear. Using the Kestral, the Ballistic app on my iPhone, and the rangefinder

At the end of a successful three-for-three hunt, Beaupré leads the horse and mule string out of the valley. Horse Creek feeds in to the Salmon River near Shoupe, Idaho.



## THE PROS

Leading the hunt was Horse Creek Outfitters. Based out of Challis, Idaho, its licensed guides and permits let them range in more than 300 square miles of public and private land, including the area of The Frank we were hunting.



Raised in the west and hunting since childhood, 33-year-old Adam Beaupré is co-owner of HCO and serves as lead guide. He left a successful career in commercial banking to buy HCO's permits from a retiring guide and start his own outfitting and guiding business. He began hunting and shooting when he was 14. His favorite gear is his Kenetrek Guide Boots, his Zeiss Victory 10x42 T\* HT Binoculars, and his Havalon skinning knife.



Thirty-year-old Tom Martiny is the other lead guide in the crew. He's been bow hunting for 18 years, and guiding for 12. He split time between guiding and the pro rodeo circuit until he gave up the rodeo six years ago to guide full time. His favorite gear is his Swarovski SLC 42 binos with Manfrotto tripod, his Kuui ULTRA 6000 backpack, and although he's primarily a bow hunter, his favorite rifle is his Remington 722 in .257 Roberts.



Sahra Beaupré, 32, is co-owner of HCO and earned her Idaho Guide License two years ago. She left a career as a schoolteacher to embrace the outdoors and has participated in all aspects of hunting for the past eight years and has a great eye for spotting, but has yet to take an animal herself. She is a fan of Petzl headlamps, Patagonia fleece, and First Light base layers.



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in the Swaros, I knew the shot was 328 yards, 5 degrees up, in about a 2 mph full value crosswind.

I took a breath, slowly exhaled and began to control my breathing and heart rate as I tracked the bear right across the steep face. I couldn't have asked for a better shot. The bear was perpendicular to me and walking slowly. I blew out the remaining air in my lungs, put the aiming point on the bear's shoulder and let the Erathr3.308 Sherpa deliver its hate.

The shot broke and the bear leapt up and forward as if it were shot in the ass. I came right back down and prepared for a follow up shot, thinking my poorly placed shot wounded the animal. Beaupré was watching through his binos and called it a good hit before I shot again. I watched the bear jog forward two steps and turn uphill. He slumped into the steep face head up and rolled backward. He went limp and picked up speed and reverse tomahawked down the mountainside for what must have been 900 feet. He stopped in a bunch of downed trees about 50 feet from the valley floor.

I was still concerned I shot the bear in the ass and it now lay injured,

wrapped around a tree, slowly dying in agony. I wanted to go after the bear, but Beaupré assured me the shot was clean and the bear was dead. It was late, the sun was behind the mountain, and there was no safe way to get to the bear at this point so I relented and we three headed back to camp.

## THE RECOVERY

The next morning we went a mile up river to the downed tree, crossed over and spent the next two hours sidehilling through thick saplings, brush, and unstable charred trees. It was exhausting and dangerous. Many points of the approach were on slopes so steep that they were a degree or two from being cliffs.

When we got to the bear, I was relieved to find the shot was just behind the right shoulder. I probably could have led him 6 inches more, but there was no question from the location of the entry and exit wounds that the bear died quickly. We skinned the bear, took a large backstrap to

eat, and left the rest for the wolves and other bears we knew were in the valley. He was about 300 pounds and 6 feet long.

We got back to camp and Becklin cooked up some bear stroganoff. The bear was tasty and my first big game hunt was complete. Everyone was pretty happy. Becklin was stoked with the performance of his rifle. Three bullets, three bears. Not bad at all.

I sat back and ruminated on the experience. I had killed a bear. Should I feel guilty? Did I snuff the life out of some furry animal that bore no malice to me? As I searched my soul, I did come up with one regret. I wish I had led the bear a little more to the right. ■

The author, covered in dirt, tree char, and sweat after sidehilling a few miles through thick brush to recover his bear.



## SOURCES

Horse Creek Outfitters: [www.horsecreekoutfitters.com](http://www.horsecreekoutfitters.com)  
Idaho Department of Fish and Game: [www.fishandgame.idaho.gov](http://www.fishandgame.idaho.gov)  
Erathr3: [www.erathr3.com](http://www.erathr3.com)

My Hunting Trip EDC, all carried in my Arc'teryx Khard 30 with room to spare.

**By Row, starting top left:**

➤ Canon EOS 5DMk3 w/Canon 24-105 F/4 L

➤ 2x Camelbak .75L water bottles

**ROW 2:**

➤ Think Tank Card wallet  
w/ 4x Lexar 16Gb Memory Cards

➤ Steiner T28Binos

➤ Garmin GPSMap 62s

➤ Leatherman Wave multitool

➤ ZebraLight H30 Headlamp

➤ Garmin Tactix Wristop GPS

➤ Kestrel 4500 Applied Ballistics

**ROW 3:**

➤ Spare Canon Battery

➤ Exotac Firesleeve w/Bic Lighter

➤ Emergency Space Blanket

➤ Battle Systems Marker Panel MPIL Mk1

➤ Storacell 18650 Battery Caddy

w/ four AA batteries

➤ SOL Fire Lite and Tinder Quik

➤ Camelbak AllClear

➤ Idaho Hunting License and Permits







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**MAKE:** Duckworth  
**MODEL:** Comet Crew  
**MSRP:** \$90  
**URL:** [www.duckworthco.com](http://www.duckworthco.com)

The Comet crew was my woobie. I wore it pretty much five days straight. It was great underneath a vest in the cool mornings, and alone when things warmed up to the mid 60s. Its got a light Helle Rambouillet wool outer lined with an ultra-thin microfiber layer against the skin. The inner fabric wicks moisture from your skin into the absorbent wool outer layer. The result is a buttery crewneck that is amazingly comfortable across a broad range of temperatures.

**MAKE:** Arc'teryx  
**MODEL:** Atom LT Vest  
**MSRP:** \$169  
**URL:** [www.arcteryx.com](http://www.arcteryx.com)

Starting out in the mornings when the temps are in the low 40s demands something that maintains warmth, but takes up little room in your pack when temps rise. The Atom LT Vest is just that piece. It's enough insulation to keep your core warm, but doesn't bake you when your heart starts pumping. Its Coreloft 60 insulation lets the vest pack down to the size of a softball.

**MAKE:** Beyond Clothing  
**MODEL:** A5-Brokk MS Pant  
**MSRP:** \$334  
**URL:** [www.beyondclothing.com](http://www.beyondclothing.com)

These are the best pants in the world. I realized these pants are also super durable and protective as I pushed through thorny brush and slid down and over rocks that shredded a competitor's pants worn by another person on the hunt. A perfect fit, articulated knees, the right number of pockets and even thigh vents combine with a casual appearance to make the toughest, most comfortable pant I've ever lived in for a week. When I got home and looked at how dirty and charred up they looked, I was sure they would never come clean. One shot in the washer and they returned to showroom appearance.

**MAKE:** Arc'teryx  
**MODEL:** Khard 30 Pack  
**MSRP:** \$359  
**URL:** [leaf.arcteryx.com](http://leaf.arcteryx.com)

Mountain travel through tightly spaced trees is a pain with a wide pack. The Khard 30 is short and narrow, but affords massive protection for its contents with a lightly padded structure that also helps the pack keep its shape; a bonus when sitting on it or shooting across it. The outer slash pockets are great for carrying water bottles and the load stabilizing straps work well to strap a rifle to the side. It's a great day pack for a hunt, though it was undersized for carrying the bear skin and skull.

**MAKE:** Swarovski Optik  
**MODEL:** EL Range 10x42 WB  
**MSRP:** \$3,632  
**URL:** [www.swarovskioptik.com](http://www.swarovskioptik.com)

I didn't know what I was missing 'til I put these things to my eyes. Massive improvement in contrast, sharpness and color over any other bino I've used. Add a laser rangefinder that fast and easy to activate without bumping the reticle off target and you've got a winner. If you can't afford them, don't try them. You won't be able to look through another bino without wishing for these again.

**MAKE:** Battle Systems LLC  
**MODEL:** Marker Panel, Individual Lightweight Mk1 (Standard Colors) w/Compact Emergency Signal Mirror, Glass 2x2-inch (\$18)  
**MSRP:** \$22  
**URL:** [www.battlesystemslc.com](http://www.battlesystemslc.com)

This thing didn't save my life on this trip, but it could have. I used it a few times to announce my position after our group got spread out on the mountainside. Without it, I'm pretty sure one of the people in the group would still be looking for us right now.

**MAKE:** Goal Zero  
**MODEL:** Sherpa 50 Solar Kit  
**MSRP:** \$400  
**URL:** [www.goalzero.com](http://www.goalzero.com)

I wanted to love the Sherpa 50. It did so many things well. It charged my phone with a built-in USB charger and topped off my laptop and Canon DSLR batteries using the included DC inverter. It told me how much juice I had left with a nice little display. It's even got a little flashlight. But, getting it charged with the included solar panel was a non starter. I left it out for days, moving the panel to track the sun when I could, but leaving camp in the AM and getting back in the early PM meant the panel was not in ideal alignment for most of the day and recharging performance suffered accordingly. The panel works well with an open view of the sun, but be prepared for long recharge times if you aren't around to dote on the panel angles all day.







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# .308 AND FULL OF HATE

## CAN ERATHR3'S SHERPA CARRY THE TITLE OF ONE RIFLE QUIVER?

BY ROB CURTIS | PHOTOS BY ROB CURTIS AND ERATHR3

Erathr3 set out to make the One Rifle.

An ambitious goal for a company that says it's a lifestyle brand, not a gun company. We'll get into just what "not a gun company" means in a bit, but first let's talk about the gun itself.

Sherpa was conceived as the rifle for any bolt-action activity. Whitetail in season? Bring the Sherpa. SWAT team callout? Bring the Sherpa. Coyote's up in your herd? You get the idea.

### PARTICULARS

The Sherpa wasn't meant for a life of latte-sipping bench rest work. Setting the gun up for a hard life, Erathr3's Sterling Becklin outfitted the gun using high-performance parts with an eye toward weight reduction and durability.

Grabbing the gun, the first thing we noticed is how compact it feels. It's a tight package. By the numbers, the rifle is 2 inches shorter overall than a rack grade Remington SPS with a 20-inch barrel. But, those 2 inches are deceiving. Combine the 18-inch Proof Research carbon-fiber composite barrel with a custom Manners Composite Stock that's only 13.5 inches (including the recoil pad), and the math doesn't portray the same story your hands are getting. Comparing it to something like the SPS, think of an M4 compared to an M16.

Our pre-production gun was built on a Stiller's Precision Firearms TAC 30 action topped with a Badger Ordinance 20-degree Picatinny rail, though future

rifles will use Stiller's Specter action with integral Picatinny rail. The action is made from black oxide-coated 416R stainless steel and feels like it could bust rocks. Its fluted bolt is one piece for durability, but outfitted with a custom Erathr3 titanium bolt knob to save weight and add some panache.

Plugged into the action is a 1:10 twist Proof Research carbon-fiber composite barrel with a match chamber. If you're new to Proof, in a nutshell, the company uses proprietary processes and materials to shroud a thin steel barrel in carbon fiber. The result is a lightweight, incredibly stiff barrel that can be used to beat a confession out of a cinder block.

Aside from weight reduction, carbon fiber offers a few more advantages over traditional barrels. For one, Proof spokesman Derek McDonald says the barrel's stiffness controls harmonic resonance so well that the barrel is more forgiving of cartridge variations. Let's say a steel barrel can hold a group together with 3 grains (that's 1.5 grains over or under) of powder weight variation, before shifting barrel harmonics begin affecting accuracy. McDonald says Proof's carbon-fiber barrel is stiff enough to normalize bullet travel harmonics with twice as much powder variation from cartridge to cartridge.

Proof's barrels are chambered using CNC machines. Sure, it's charming to run reamers by hand, but the process is slow and fraught by the threat of

imperfection. We've seen Proof Research's production facility, and it looks like a cross between an Intel clean room and Bruce Wayne's garage. CNC lathes abound and are used to center, cut, and ream barrels with precision to the half-a-thousandth of an inch.

The use of CNC also means Proof saves the machine programs for every barrel it spits out. Want to change up to a new caliber or replace a damaged barrel? Easy — all Proof needs is a serial number and they can print a perfectly dimensioned carbon copy of your original barrel for a perfect fit back in your action.

Erathr3 beds the action into a mini chassis by hand using a metallic epoxy, again for durability. No chances are taken that might cause a material shift when the rifle is treated impolitely.

With a nod to maximum versatility, the Sherpa is set up to run Accuracy International AW magazines. The added weight might annoy hardcore mountain goat hunters, but the rest of us will appreciate the ability to have a set of five- or 10-round magazines charged up and ready for anything.

Rounding out the spec sheet is a single-stage Jewel trigger that breaks at 2.37 pounds, a chin-mounted pic rail for the optional Atlas bipod, and  $\frac{5}{8}$ -24 threads for a can covered by a titanium thread protector. We direct threaded a SilencerCo Omega and treated it as though it belonged on the gun for the duration of the evaluation.











Topside, we mounted a Schmidt & Bender 5-20x50 PM II Ultra Short with H2CMR reticle. Erathr3 is working with Spuhr Mounts on a custom mount, but they weren't ready for us so we mounted this unicorn glass with a pair of Badger Ordnance 34mm Picatinny scope rings.

## RANGE TO RANCH

The Sherpa was to accompany us on a five-day spring black bear spot and stalk hunt in the Frank Church Wilderness. Going in dry isn't our style at RECOIL, so we took a few days prior to the hunt to get to know the gun.

While we didn't see the actual delivery room antics, we witnessed the cutting of this particular Sherpa's umbilical cord at the hands of its gun daddy, Sterling Becklin, on the long distance range at Thunder Ranch in Oregon.

As he followed the 3-3-5 barrel break-in procedure recommended by

Proof Research, Becklin explained the rifle is meant to *simplify*.

"I find it hard to believe that many out there are able to justify a lineup of six or seven-thousand dollar bolt guns in their safe," said Becklin. "So, if you can have just one rifle, I want to build that rifle."

That's why Erathr3 chose to chamber the Sherpa in .308 Winchester. It's docile, the ammunition's there in spades, and everyone understands the ballistics. The cartridge will take down everything from squirrels to a six-point bull elk and more with the appropriate ammo, range, and skill. (We're not suggesting you waste .308 ammo on squirrels, unless of course it's not your ammo.)

Once a clean patch emerged following the last group of five break-in shots, it was time to shoot some groups. We loaded five-round mags with the same Nosler Trophy Grade Accubond 165-grain cartridges we'd use on the hunt. Disregarding shooter-induced fliers, the gun shot between ¼- and ½-MOA groups all morning with the SilencerCo Omega threaded on.

Hunting with silencers is legal in Idaho, and we're not boom-stick wielding

heathens, so of course we planned on saving what little high-frequency auditory response we have left. We twisted the can off and on, deliberately varying the torque and timing to see if it affected groups. It didn't. We did notice a sizable point of impact shift with the suppressor off the gun, though. Groups shifted up and left about 2.5 inches at 100 yards. But, they returned to center when we replaced the can.

With the gun putting four rounds through the same hole at 100 yards, we let the little guy reach out and have some fun on steel littering the long distance range. Hostage targets, little gongs, IDPA sized steel silhouettes. They all rang with hardly any effort out to 600 yards; 700 yards was a challenge, thanks to a break in the trees that channeled gusting, full value wind across the range.

We did encounter two failure to extract malfunctions during the first 40 rounds. The extractor slipped off the cartridge rim, leaving the brass loose enough to be pulled out with a thumb-nail. We can chalk this up to the tight match chamber, out of spec brass, or just parts still learning to mate out of





the box. It's concerning, but we didn't see another FTE during the remaining 150 or so rounds we shot for our evaluation.

Spending one day prone out and punching paper was enough. Time to see how the Sherpa works out in the world.

## RANCH DUTY

If you're a rancher out west, you shoot rockchucks. They're burrowing marmots about the size of overweight housecats that bore holes under livestock pastures. The soft spots collapse under the weight of livestock, often resulting in broken legs and the loss of a thousand-dollar animal. The Sherpa hates rockchucks.

We set up about 150 yards from a rocky hillside that was home to dozens of 'chucks and blasted a few, shooting kneeling supported on various boulders. Shooting upright largely mitigated our early concerns over low comb height, but we felt the stock could still use a little tweaking so later added a Bradley Adjustable Cheek-piece to dial things in for the hunt.

After the initial encounter, we

jumped into a Jeep Wrangler to cover ground and find more furry targets. The Wrangler is not a roomy vehicle and getting the suppressor-equipped bolt-action rifle in and out should have been a chore. It wasn't. The short barrel and general lack of girth made it pretty easy to fit the gun through door openings without injuring vehicle or gun. We spent a few hours jumping in and out of the truck as rockchucks presented themselves for execution.

As we grew more confident in the Sherpa's accuracy and handling, we went for smaller, faster, and further targets. Ground squirrels are about 1/10 the size of rockchucks and fast. Laying the Sherpa across the hood of the truck on its Atlas bipod gave us a chance to realistically evaluate recoil and follow up speed. We found the Sherpa also hates ground squirrels.

Ranging from 20 to 200 yards, the Sherpa feasted on rodents. The .308 didn't leave much behind, but the skins, and with little left to snack on, an industrious coyote could gather 30 or so and make a three season jacket. Recoil with the can was negligible, and follow up shots were quick, only slowed





down by the occasional binding of the bolt as we worked it faster than our unfamiliarity with the action allowed.

Shooting on a flat, smooth surface revealed a fun fact about the BT10 Atlas bipod. The legs spin when loaded. In the dirt, the Atlas bipod stays put. But, on the car hood the pads rolled like little tires when leaning into the gun. Go with the BT46 Atlas with non-rotating legs or just shoot from a pack when on a flat surface and you're good.

Our last familiarization task was to walk a few miles with the Sherpa slung. We used a Magpul MS4 sling and found the gun carried well. Even with the silencer in place, a relatively short guy can carry muzzle up or down as terrain dictates. Clothing snags and body pokes were nominal.

Strapping the Sherpa on a pack was no problem. The short body made it pretty easy to center the gun vertically on the side of the compact Arc'teryx Khard 30 pack. With the can attached and the gun ready for service, navigating low trees and boulder fields was doable with a modicum of care.

We didn't baby the gun. A fact that

one of the people along for the trip didn't fail to notice as I leaned my pack on a rock with the gun strapped on. "That's a \$11k worth of gun you're banging around," McDonald said. To which I replied, "For \$11k, this gun better hold up to a little ribbing."

And it did. The gun and optic got some real world use without any impact on accuracy and reliability, despite a few dings in the paintjob.

## CLOSING

After a few days getting to know the Sherpa, we felt it was up to the big game hunting task. It's not a bench gun, it's not a sniper system, and it's not a mountain gun. But, it does fill all of these roles pretty damned well.

Rounding back with Becklin on the choices he made on the Sherpa and how it relates to Erathr3's mission, he says, "There's a lot of me in this rifle. This is what I like. We didn't do any market research. I just have a passion for this, and it's a reflection of me and what I want. And ultimately, that's why we started the business, to do what we want."

The way I see it, Erathr3 is a sort of industrial force multiplier. Some companies won't risk making an exotic product for fear it doesn't fit the market and won't sell. But, Erathr3 sees this as an opportunity. Whether they make it themselves or work with a partner to incorporate exotic parts into their own designs, they take chances and push the industry further. Small batches, unique products driven by performance, not price. This seems to be the Erathr3 story.

A few weeks before the hunt, we were at the 2015 NRA Annual Meeting in Nashville. Casual conversations about the upcoming black bear hunt all seemed to center on one thing. Every expeditionary big game trophy hunting opinionado said the .308 Win was a terrible choice for a black bear hunt. What if you wound the animal?! 375 H&H Mag! 300 Winmag! .338 Lapua! It was like an online comments section followed us to the convention.

It's impossible to address this idea without ruining the ending of our bear hunt story, but let's just say the Sherpa hates bears, too. ■

SPEC BOX

## ERATHR3 SHERPA



<div style="margin-bottom: 10px;"> <b>URL</b>  <a href="http://www.erathr3.com" style="color: #0070C0; text-decoration: none;">www.erathr3.com</a> </div> <div style="margin-bottom: 10px;"> <b>CALIBER</b>  <b>.308 Winchester</b> </div> <div style="margin-bottom: 10px;"> <b>MUZZLE VELOCITY (VIA MAGNETOSPEED V3 CHRONO)</b>              Max: 2609 fps, Min: 2573 fps, Avg: 2594 fps         </div> <div style="margin-bottom: 10px;"> <b>BARREL LENGTH</b>              18 inches         </div> <div style="margin-bottom: 10px;"> <b>OVERALL LENGTH</b>              37.5 inches (44 inches with SilencerCo Omega)         </div> <div style="margin-bottom: 10px;"> <b>WEIGHT (UNLOADED)</b>              6.7 pounds (10.84 pounds with can, bipod, glass, and rings)         </div> <div> <b>MAGAZINE CAPACITY</b>              5 or 10 round         </div>	<div style="margin-bottom: 10px;"> <b>ACCESSORIES</b>              SilencerCo Omega Silencer <span style="float: right;">\$1,100</span>              Erathr3 \$10,500 Premium Package <span style="float: right;">\$10,500</span>              BT10-LW17 V8 Atlas Bipod <span style="float: right;">(\$280)</span>              Schmidt &amp; Bender 5-20x50 PM II Ultra Short with H2CMR reticle <span style="float: right;">(\$4,300)</span>              Badger Ordnance 34mm scope rings (306-23) <span style="float: right;">(\$199)</span> </div> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="text-align: center;"> <b>MSRP</b>  <span style="font-size: 1.2em; font-weight: bold;">\$6,750</span> </div> <div style="text-align: center;"> <b>PRICE AS FEATURED</b>  <span style="font-size: 1.2em; font-weight: bold;">\$11,600</span> </div> </div>
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# THE WANDERER

A PREVIEW OF A RECOIL/WEAPON OUTFITTERS SHORT FILM WHERE SURVIVAL IS ABOUT MORE THAN JUST SURVIVING

BY TOM MARSHALL

PHOTOS BY WEAPON OUTFITTERS AND SHAWN NELSON

*I've been running for days. Can't get sleep. Can't find food. Need a blade, a big one. Machete or hatchet or something. I'm going to run out of ammo eventually. What happened to helping your fellow man? Ever since the Quiet Days started, the only other people I can find want to use me for food. Maybe worse. I miss having friends.*





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## THE WANDERER

First night underground. Quiet so far,  
but I know someone's down here.  
I can feel it. Getting harder to  
remember what it was like before.  
Not sure I know my own name now.  
Does that even matter? What good  
is a name when nobody's around to  
call you by it? One summer, before  
the Quiet Days, there'd been a man  
for a short time. Handsome, funny.  
He used to call me his beautiful  
Wanderer...



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# THERE'S NO PLACE LIKE HOME

TIPS ON SELECTING A HOUSE FROM A FORMER DELTA OPERATOR

BY PAT MCNAMARA



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When looking to buy a new home, not all of us are fortunate enough to search for a tract of land that stands “off grid.” Proximity to work, airports, schools, hospitals, or ailing parents can be factors that restrict us to a more urban area — or perhaps you’re an irrepressible extrovert, requiring you to throw frequent parties for your hipster friends. Either way, if you search the web for assistance in house-hunting tips, you’ll find that same old crap — mortgage payments, market value, homeowner association dues, and utility bills seem to be the normal search results. Thanks, Google.

Though all of this is important,

there are ebbs and flows to the market, and perhaps to your income as well. But what is constant throughout is the chunk of terrain on which your home sits. You’ve heard this before — it’s said that the three most important things to think about when buying are home are location, location, location. You cannot change your home’s location.

### WHAT TO LOOK FOR

With the help of your real estate agent and Google, you can assess the typical things folks might consider — the neighborhood, prevailing home values, school districts, crime rates, taxes and fees, and so on. Let’s focus

on other key characteristics that aren’t discussed as often.

As a recent home shopper myself, I found myself in a predicament where my real estate agent and I were not speaking the same language. For some odd reason, she wasn’t savvy to my needs of having interlocking sectors of fire covering all enfilade in small-arms range, and for my concern of any defilade aiding enemy foot patrols. Who would have guessed?

To some degree, you’re not selecting a domicile, but a patrol base. As defined by the U.S. Army’s *Ranger Handbook*, a patrol base is a security perimeter that is set up when a squad or platoon conducting a patrol halts



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execute several consecutive or concurrent operations

You want your home to be easily defensible. There should be minimal blind spots that would aid in undetectable ingress of a would-be intruder. Holly shrubs directly next to the home and under windows offer great obstacles for creepers, but those same bushes in the yard also provide blind spots for said creeper.

These blind spots can be classified as defilade. In military tactics, the terms enfilade and defilade refer to how a formation is exposed to enemy fire. If there are natural or artificial obstacles shielding or concealing your position, such as those bushes, you're "in defilade." If your adversary can direct fire down the length of your position, you're "in enfilade." For example, if a group of thugs are walking up a long driveway in single-file formation toward your home, and you have a position to their side where you're

for an extended period. Patrol bases are used:

- › To avoid detection by eliminating movement
- › To hide a unit during a long, detailed reconnaissance

Think like a Ranger when selecting a home.

- › To perform maintenance on weapons, equipment, eat, and rest
- › To plan and issue orders
- › To reorganize after infiltrating on an enemy area
- › To establish a base from which to



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# PHASE 5

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flanking them and can fire across the entire line, they're enfiladed.

### THE CRIMINAL ELEMENT

Another one of my important search criteria is a garage. A garage is important for loading and unloading any sensitive items. We don't need to provoke any rubberneckers who want to get their dick-beaters on our crap. If you can't swing a garage, perhaps a car port on the house's blind side that offers some privacy.

According to FBI statistics, a house, apartment, or condominium is burglarized once every 15 seconds. Fortunately, burglary is probably the most

preventable of crimes. By taking a few simple precautions, you can dramatically reduce the risks.

Most home burglars don't give great amounts of thought to planning the job and assessing the benefits versus dangers, but understanding how they typically choose a target can go a long way in reducing your chances of being a victim.

#### Most Burglars Look For:

- › Something worth stealing
- › Easy access combined with low visibility
- › A home that is unoccupied

**Rule No. 1:** Make your home less attractive to burgle than your neighbor's.

Understand how burglars choose a target and act accordingly.

My home is lit up at night. Every bit of dead space is decoratively and defensively illuminated.

**Rule No. 2:** If you do move in, don't invite your house to be cased. If you have stuff worth stealing, limit the amount of people you tell and those who see you loading and unloading. It may be unintentional, but people talk and word travels.

Research the crime level of the neighborhood and its proximity to the closest FEBA (forward edge of the battle area). If sh\*tholes are nearby, septic behavior is inevitable. Use Google Earth or other Internet search tools to form concentric circles of comfort. The circle's radius will vary for all of us, and your options may unfortunately be constrained by the state of your finances.

### OTHER CONSIDERATIONS

Consider your assets and liabilities. Back into the home's driveway, get a good look, and listen. In patrolling, this is called adjusting to the sounds and sights of the battlefield. A rental home with poor tenants will become malignant. Only crap wants to live next to crap. Look for signs of lack of personal pride. Trash in the yard with poorly maintained homes are indicators that previous occupants or potential neighbors do not care. These are red flag issues. These are liabilities.

It's an asset to have neighbors who are military or law enforcement because they're not only more vigilant, but also often work odd hours of the day. As a result they often return home during the witching hours, keeping demons at bay while we're on rest cycle. Additionally, old farts are good lookyloos who are adept at seeing suspicious acts at all hours of the night — does the refrain "I don't like the look of those teenagers" sound familiar?

Another Internet tool that you may want to utilize are sex offender registry



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sites. If you haven't visited one of these to research your current area or an area of interest, you may be shocked to see what will pop up on the screen.

A cul-de-sac offers the security of low traffic flow and no opportunity for casers to make low-vis drive-bys. But that cuts both ways, as there'll be only one way in and out for you too. This is not preferable when selecting a patrol base.

When you go house hunting, consider any potential home's proximity and routes to your work, how the home is situated on the lot, ease of access, noise from neighbors, and traffic. Egress and ingress to and from main veins should be a priority in your search criteria. If things go south and you need to pull pitch and bug out, you don't want to be bogged down by everyone else doing the same thing at the same time. If you select a home deep in a subdivision full of 25-mph speed limits, small winding roads, and cookie-cutter homes, you'll be sh\*t out of luck trying

How defensible is your fortress?

to egress with any sense of urgency.

Do a walk around the property and ask yourself how you would break into it. If it offers too many easy answers, this may not be your home. Do the same thing from the inside, but in reverse. Ask yourself if it would be easily defensible if under siege. Does it offer you a good bead on avenues of approach? Does it offer the ability to escape to safe haven if overrun?

Keep in mind that you're not only selecting a home, but a fortress. Though this article has some hyperbole and facetious banter, tips from a *Ranger Handbook* on how to select a patrol base really can be useful — to some degree — when selecting a home. Keep these considerations in mind, think critically throughout your search process, and you'll find your own personal fortified castle. ■



## ABOUT THE AUTHOR

**Pat "Mac" McNamara** has 22 years of special-operations experience, 13 of which were in the U.S. Army's 1st SFOD-D (Delta). He has extensive experience in hostile fire/combat zones in the Middle East and eastern Europe. He trains individuals at basic and advanced levels of marksmanship and combat tactics. Based on his wide ranging experience, McNamara emphasizes a continuous thought process and accountability, utilizing a training methodology that is safe, effective, and combat relevant. He retired from the Army's premier hostage-rescue unit as a sergeant major and is the author of *T.A.P.S. (Tactical Application of Practical Shooting and Sentinel)*.

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# AR ARMORER TOOLS

## THE RIGHT TOOL MAKES ALL THE DIFFERENCE

STORY AND PHOTOS BY ROB CURTIS

Some would have you think the modern AR-15 is a mystical device and working on one requires an eon of apprenticeship and a degree in mechanical engineering.

Not so. All you really need is a willingness to learn by breaking stuff, enough cash to replace those broken parts, and a good set of tools.

We spoke to a handful of armorers to get a feel for the best tools to get you through the most common jobs. Robb Jensen is a commercial armorer with Virginia Arms in Manassas, Virginia, Corporal Sean Dougherty is a SWAT officer and team armorer for Union County Police Department in New Jersey, and Nathan Murr is a prior service Marine and lay armorer who's leveraged his firearm experience into a career working on government guns and designing his own firearm accessories.

Far and away the most common task performed by our armorers is swapping a G.I. handguard for a free-floating handguard. This is a pretty intense job because it generally involves pulling the barrel and replacing the gas block. Not the simplest of jobs, but one that can be done by anyone with the proper mindset and the right tools.

The second most common job is installing an aftermarket trigger. After that, the array of work includes installing ambidextrous fire selectors, new grips, and new muzzle devices. Some of these jobs are simple, some require taking other components off the gun to complete the primary objective. Building a gun from parts is less common for these guys, and most professional shooters will tell you it takes a lot of experience to choose the correct components to build a reliable and safe Frankengun. That being said, assembling a stripped lower and combining it with a factory-built complete upper receiver is a very popular and viable option for less experienced builders who don't want to deal with next level headaches such as headspace issues or gas system troubleshooting.

All of our armorers agree that wrenching on your own guns is the best way to learn. Get good, and it won't be long before you're installing handguards and triggers for your less mechanically inclined friends. Just be aware that you're responsible for everything you do to a firearm. There are some things

armorers don't do — and we're suggesting you steer clear of things like stoning triggers. It's too easy to bone up a trigger and get someone hurt when a gun decides to dump a mag on its own.

Lastly, before anyone whines about spending money on tools, please realize that none of these tools are necessary for working on an AR. Our intention is to point out tools that make any job faster, easier and, therefore, way more pleasant.





## THE BASICS

Whether building, repairing, or servicing just about any firearm, it's certain you'll encounter roll pins and screws. To deal with them effectively, you'll want at least a set of roll pin punches, a lightweight hammer, and a set of screwdrivers.

A **Brownells Roll Pin Punch Set** will last dozens or more projects, with individual punches needing replacement when a shaft bends or a tip begins to mushroom. To make life easy, protect your fingers and increase tool life, consider adding a **Brownells Roll Pin Holder Set** and **Roll Pin Starter Kit** to your toolbox. A roll pin holder looks like a hollow-ended punch. You drop a pin in the end and it holds it on-axis while you tap it in. Without the holder, you're left holding the pin with your fingers as you tap it. Roll pin starter punches help get tough pins moving when they require forces that'll bend longer, thinner roll pin punches. Once the pin is knocked loose and it's moving, switch from the stubby starter to a regular roll pin punch to push the pin all the way out the other side.

Starting with a **Brownells Premium 1-Inch Delrin Tipped 8-ounce Brass Hammer** will keep you from bending punches and marring finishes. At some point, you're going to want a bit more smack and something like a **Williams 20543 12-ounce Ball Pein Hammer** will let you apply more force exactly where you need it.

There aren't many screws on a stock AR-15; you might find one holding the grip on the lower receiver. But, updated guns, and updating guns, will call for a driver to install and work on many aftermarket handguards. A 1/4-inch bit holder with a spread of quality bits will offer a lot of versatility without taking up a lot of room in your toolbox. The shorter the bitholder handle, the easier it is to control. We have a **Brownells Magna-Tip Standard Set No. 1 with LE Handle**. The LE handle is longer than a stubby, but shorter than a regular length handle. Some bit holders retain bits in the head with a magnet, some use a mechanical clip. Preference is up to the user; magnetic bits are fast to swap, but they tend to stick in the bolt heads. Clip holders retain the bit using a thin wire that catches a detent on the side of the bit. We find this system a little more secure, but the holding wire will eventually wear out. You'll want an array of 1/4-inch shank Torx, Phillips head, slotted head, and hex head bits to cover all your bases. While a bit holder will offer the most versatility, hex keys are fast and the short end of these tools are great for breaking loose, stuck bolts. Just be careful; poor-fitting driver heads made from cheap metal will strip out, or worse, strip out a screw before you realize how screwed you are. If you're working on a gun with lots of bolts, or you just like nice things, have a look at a **Wera 816 RA ratcheting bit driver**. It's a European company known for technician's tools of exceptional quality. Think of the kinds of tools Formula 1 and MotoGP technicians use and you're there. The smooth action, short handle, and autolocking collar combine to make a lustworthy tool that'll find you looking for things to fix just so you can use it.

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### 5 Williams 20543 12 oz Ball Pein Hammer

**MSRP:**

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**URL:**

[www.snaponindustrialbrands.com](http://www.snaponindustrialbrands.com)

### 6 Brownells Magna-Tip Standard Set No. 1 w/ Clip Tip LE Handle

**MSRP:**

\$50

**URL:**

[www.brownells.com](http://www.brownells.com)

### 7 Wera 816 RA Ratchet Screwdriver

**MSRP:**

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**URL:**

[www-us.wera.de](http://www-us.wera.de)





The backbone of an armorer's den is the bench and vise. A workbench of nearly any size will accommodate an AR. Something as small as two 2x3-foot sheets of ¾-inch plywood glued together and mounted to sawhorse legs will work, so long as it's stable enough to hold a vise. The vise is your brawny, third hand and its value is in its ability to hold resolutely, move smoothly, and last forever. The vise you'll want will have at least 4-inch jaws. Six inches will give you better purchase (more clamping area), but we've found 4-inch jaws work well enough holding common AR fixtures that it's hard to justify

the added size, weight, and expense of a much larger vise.

You've got three routes to a vise. You can get a decent quality bench vise from Harbor Freight or any big-box hardware store. You're likely looking at a cheap cast-steel body that'll hold up for a while before something chips or bends. Another option is to pay beaucoup dollars for a brand-new, heirloom quality Wilton machinist vise. A thousand bucks will get you a great ductile iron vise with a shrouded main screw that will outlive your grandkids' grandkids. But, the best option is to hit Craigslist and find an older, high-quality

bench vise that's of no more use to its liver-spotted owner. Look for older Wilton, Columbian, Ridgid, Record, Reed, and Yost vises. Don't worry about surface rust; pay attention to the jaws and the action. Look for jaws that are square to one another and don't wiggle. Movement of the main screw should be smooth, and jaw pads should be without deep scratches or burrs. Just be aware there are vise geeks out there collecting the good ones to refurbish and resell. When you bring your vise home, clean it up, lube the main screw with plenty of grease, and mount it with a few ¾-inch bolts.







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A vise alone is great for holding anything solid with a two parallel faces, of which there are zero on an AR. Rather than crush aluminum receivers in vise jaws or curse the odd, unhandleable shapes of gun parts, we look to fixtures as the savior of our sanity. The first fixture you'll likely encounter in the AR world is the simple lower receiver vise block. Slip one half of the block into the magwell of an AR lower and tighten a vise on the other, exposed portion, and the receiver is going nowhere while you install the receiver extension and most of the lower parts kit. The basic Brownells version has been around forever, but take a look at the **Magpul BEV Block**. It's a couple of fixtures in one. Not only is it a great lower receiver vise block, its primary duty is holding an upper receiver while preventing the barrel extension from turning when installing a new barrel, muzzle device,

or handguard. It does this by engaging the chamber lugs on one end, and snapping the bolt carrier into the other for a wobble-free mount. While the BEV is versatile, the **Geissele Reaction Rod** is the most elegant and bombproof way to work on an upper receiver yet invented. Set the flats of the rod in a vise and slip the upper on it like a mandrel. The splines on the fixture engage the barrel extension and hold it immobile while installing a barrel, gas block, handguard, or muzzle device. The best feature is its speed. There's nothing to lock, snap, or twist to lock the barreled upper receiver. Want to rotate the upper for a better angle? Slip it out an inch, rotate, and slide it back on so the splines reengage the barrel extension. The **Wheeler Engineering Delta Series AR Upper/Pic Rail Vise Block**, comes in handy when lining up the top rail of a handguard with the

upper receiver rail. It's a great value since it also does the job of an upper receiver block on both AR-15 and AR-10 platforms. The **Geissele Reaction Block** is an alternative to the standard lower receiver vise block. It captures the receiver extension in one of four positions, allowing you to work with the sides of the lower facing up in addition to the straight up and down orientation you get with a regular vise block. It also takes the stress off the receiver when tightening the receiver extension nut; handy for polymer receivers, but overkill for aluminum. The **Wheeler Engineering AR Armorer's Bench Block** is a multi-use fixture that holds receivers, charging handle, and front sight post steady while driving pins. It's a great way to save some frustration while working on a standard receiver set; just be aware that it's not going to work with thick polymer receivers.

- 1** Magpul BEV Block  
**MSRP:** \$50  
**URL:** [www.magpul.com](http://www.magpul.com)
- 2** Geissele AR15/M4 Reaction Rod  
**MSRP:** \$99  
**URL:** [www.geissele.com](http://www.geissele.com)
- 3** Wheeler Engineering Delta Series AR Upper / Pic Rail Vise Block  
**MSRP:** \$54  
**URL:** [www.btibrands.com](http://www.btibrands.com)
- 4** Geissele Reaction Block  
**MSRP:** \$99  
**URL:** [www.geissele.com](http://www.geissele.com)
- 5** Wheeler Engineering AR Armorer's Bench Block  
**MSRP:** \$60  
**URL:** [www.btibrands.com](http://www.btibrands.com)



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Adding a free-float handguard is probably the most common job performed on the AR platform. In nearly all cases, this means taking the front sight base/gas block off the gun and replacing it with a low-profile block that fits under the new handguard. It's a frightening job that seems like a heart transplant. But, with the proper tools, it's about as stressful as performing an oil change. Getting a well-seated taper pin moving can bend a standard punch. For this, use a **Starrett Taper Pin Starter** and finish with a regular punch. Once the FSB is off the barrel, use the **Geissele Gas Block Pin Punch Set** to get the tiny, 0.078-inch gas tube roll pin out. To get it back in, use the **Precision Reflex, Inc Gas Block Assembly Fixture**. It comes with a roll pin holder sized for the gas tube roll pin. Lay your low-profile gas block in the fixture and tap away. Without a fixture like this, the gas block sits at an odd angle, and it's very easy for punches to slide off as you try to tap the gas tube roll pin in. Occasionally, you may run into a taper pin that doesn't respond to your gentle taps while trying to drive it home. You might use a **Drillco 4550E Series 2/0 HS Steel Taper Pin Reamer** to clean up tapered gas block and barrel holes before resorting to the Big Hammer. More than likely, though, you're replacing a FSB with a low-profile gas block that uses set screws to hold it in place. The easiest way to install a set screw gas block is using a fixture like the **BRD Gas Block Dimple Jig**. Slide the jig on your barrel, use the locator pin up top to find the gas port, then use the two guides on the bottom to drill dimples in the barrel. Replace the jig with a gas block and tighten the screws. With the gas block screws in the dimples, the gas block isn't moving. **HB Industries Gas Block Alignment Pins** are a handy way for the anal-retentive to make sure the gas block hole is lined up with the gas port. With the gas block off the gun, drop one of the pins into the port, slide the gas

block on and turn the upper assembly upside down and wiggle the gas block 'til the pin drops and you're aligned. Tighten the gas block retaining screws, use a cleaning rod to snap the plastic pin, and drive out both halves.

Turning to friction, and the chemical control of said phenomenon, let's talk installation lube and threadlock. While there are many opinions on what lubricant to use when installing a barrel nut, everybody agrees the barrel nut should have some lube to help it achieve the proper torque and protect the threads of the dissimilar metals from galling. The longtime standby is **AeroShell Grease 33MS** because it meets the Mil-spec standard the DoD applies to barrel nut lubricants. Buying it in a commercial tube will give you enough grease to last five lifetimes, so look for resellers that repackage the stuff and sell a few ounces for a few bucks. It won't hurt to dab a thin layer on the barrel extension before sliding it into the upper. If you ever have to take that barrel out, you'll thank us for reminding you. An alternative to AeroShell recommended by Robb Jensen is **Weapon Shield Grease**. The lithium-based grease won't hold up to the high temps of the AR chamber as well as the Moly-based Aeroshell, but it'll get you torqued and set just as well. You just might not have it as easy pulling the barrel apart a few years down the road than if you used the Aeroshell.

On the other end of the spectrum, some AR jobs call for thread-lock to keep screws and bolts from backing out. It's mostly used to keep the screws in aftermarket free-float handguards from falling out. If you're still using the squeeze bottle, drop applicator, you're in for a treat. Check out the new **Permatex 27010 High Strength Threadlocker Red** and **24010 Medium Strength Threadlocker Blue Gel**. These gel formula thread-lockers make application so much easier and cleaner, you'll feel like a caveman going back to the liquid Loctite in the drip bottle.

- 1** Starrett Taper Pin Starter  
**MSRP:** \$13  
**URL:** [www.brownells.com](http://www.brownells.com)
- 2** Geissele Gas Block Pin Punch Set  
**MSRP:** \$25  
**URL:** [www.geissele.com](http://www.geissele.com)
- 3** Precision Reflex, Inc Gas Block Assembly Fixture  
**MSRP:** \$30  
**URL:** [www.precisionreflex.com](http://www.precisionreflex.com)
- 4** Drillco 4550E Series HS Steel Taper Pin Reamer 2/0 size  
**MSRP:** \$20  
**URL:** [www.drillco-inc.com](http://www.drillco-inc.com)
- 5** BRD Gas Block Dimple Jig  
**MSRP:** \$65  
**URL:** [www.brdengineering.com](http://www.brdengineering.com)
- 6** HB Industries Gas Block Alignment Pins  
**MSRP:** \$9  
**URL:** [www.brownells.com](http://www.brownells.com)
- 7** Aeroshell AeroShell Grease 33MS 5% Molybdenum Disulphide Grease  
**MSRP:** \$3  
**URL:** [www.shell.com](http://www.shell.com)
- 8** Weapon Shield Grease Lithium Grease  
**MSRP:** \$9  
**URL:** [www.weaponshield.com](http://www.weaponshield.com)
- 9** Permatex 24010 Medium Strength Threadlocker Blue Gel  
**MSRP:** \$12  
**URL:** [www.permatex.com](http://www.permatex.com)
- 10** Permatex 27010 High Strength Threadlocker Red Gel  
**MSRP:** \$12  
**URL:** [www.permatex.com](http://www.permatex.com)







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Attacking the lower AR receiver is pretty painless once you have a few tricks under your belt. Every armorer has their most hated point in the lower build. Some fear crushing the trigger guard ears with a hammer and punch and instead use a press such as the **Little Crow Gunworks Roll Pin Pusher**. This little guy slowly pushes the trigger guard roll pin in and out, making alignment and insertion a breeze. Other guys have launched so many forward takedown springs and detents from their benches that they won't build a lower without a **Brownells Forward Takedown Pin Insertion Tool** on hand. Though this tool is longer and easier to use, an alternative is a  $\frac{1}{4}$ -inch x 2-inch **Clevis Pin** from any hardware store. Both let you press the spring and detent into the recess using something like a heavy-gauge paper clip (shown), hold it there as you press the takedown pin against the face of the tool and push it back through so the detent takes hold of the takedown pin as it passes over. Another, why-oh-why operation is driving the bolt catch pin in place. It's common to see lowers that bear the scars of a newb armorer's hammer or punch that's skipped off and gouged the lower's virgin skin. Applying some masking tape will help, but getting some space to work the hammer is the best play. **Little Crow Gunworks' Bolt Catch Tool** does just that. It's a custom, extended punch set that lets you tap the punch behind the lower without fear of skipping off and causing damage. Tapping trigger and hammer pins in and out of the lower is another easy way to mar metal. Instead of tapping, try the **Geissele Trigger Fitting Pin**. Cupping the ball end of the pin in your palm lets you apply a lot of force slowly and evenly, taking some of the stress out of the three handed trigger installation job. Lastly for the lower, staking the castle nut couldn't be faster and easier when using a spring-loaded center punch. A few dozen clicks with the **General Tools 89- Stainless Steel Automatic Center Punch** will stake a castle nut in a minute or two.

**1** Little Crow Gunworks Roll Pin Pusher for AR-15

**MSRP:**

\$40

**URL:**

[www.littlecrowgunworks.com](http://www.littlecrowgunworks.com)

**2** Brownells Forward Takedown Pin Insertion Tool

**MSRP:**

\$16

**URL:**

[www.brownells.com](http://www.brownells.com)

**3** Home Depot Clevis Pin

**MSRP:**

\$1.57

**URL:**

[www.homedepot.com](http://www.homedepot.com)

**4** Little Crow Gunworks Bolt Catch Tool

**MSRP:**

\$18

**URL:**

[www.littlecrowgunworks.com](http://www.littlecrowgunworks.com)

**5** Geissele Trigger Fitting Pin

**MSRP:**

\$15

**URL:**

[www.geissele.com](http://www.geissele.com)

**6** General Tools 89- Stainless Steel Automatic Center Punch

**MSRP:**

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**URL:**

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## WHICH WRENCH



The spaces beneath armorer's benches are littered with the carcasses of once favorite armorer's wrenches. Some break, some rust, some slowly wear out. Once, when the AR was young, there was only the basic G.I. barrel nut — Eugene Stoner's perfect solution. Its toothed outer ring is both a bearing surface for a wrench and a way to lock the nut using the gas tube. Despite the explosion of free-floating handguards and their necessarily customized barrel nuts, the G.I. barrel nut is still very prevalent. There are a host of other common nuts on the AR, and there's no end to the amount of armorer's wrenches that hope to turn them all and claim the title of "last wrench you'll ever need." These three might not be the last you'll ever need, but they will last a long time and have a few unique features that are worth a look.

The **Tapco's Armorer's Wrench** is

a worthy wrench that covers all the bases without breaking the bank. The coated surface helps maintain your grip during use and prevents oxidation in storage. While it isn't the master of any AR bolt, it does seem to have that combination of wrench heads that makes it one of the most versatile tools in its price range. The **Magpul Armorer's wrench** is kind of a beast compared to other armorer's wrenches. It's the wrench that will beat all other wrenches unconscious and engrave "unfair advantage" on them before curbstomping the pins from their working end. It's big and fairly thick, giving great leverage without biting your hands. The surface is purposely left a little rough feeling due to the phosphate finish, enhancing durability and grip. The barrel end works on both pin and G.I. nuts, and the other end slips over a barrel extension to give three points of contact on a castle nut. The

enclosed end means it's a tiny bit slower than an open-ended buttstock wrench, but the quality of engagement seems worth the reduced productivity. The wrench isn't meant to be a 500-in-1 tool, but a super durable wrench that addresses the most common AR needs without much compromise. The **Brownells CAR-15/M4 Buttstock Wrench** pulls no punches. This wrench isn't the One Ring at all, it's an elegant approach to one of the most shortchanged tools on the AR armorer's bench. With four engagement points on the castle nut, this is one wrench that won't slip off and damage the finish of a gun. It's a stout, thick little wrench that takes care of the back half of an AR like no other wrench we've handled. Sure, you could use those \$5 stamped metal jobs, but we don't think you've read this far into the article if you're not a buy-once, cry-once kinda tool shopper.

#### 1 Tapco Armorer's Wrench

**MSRP:**

\$45

**URL:**

[www.tapco.com](http://www.tapco.com)

#### 2 Magpul Armorer's Wrench

**MSRP:**

\$80

**URL:**

[www.magpul.com](http://www.magpul.com)

#### 3 Brownells CAR-15/M4 Buttstock Wrench

**MSRP:**

\$80

**URL:**

[www.brownells.com](http://www.brownells.com)





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Here's a set of tools that the garage armorer can live without, but having them around will take the uncertainty out of some jobs and allow you to do a few things that can't be done with a basic set of tools.

Spline rods are hard on barrel pins. If you have a really stubborn barrel nut and are using a splined rod fixture, there's a chance you could apply enough torque to bend a barrel pin or deform an upper receiver. The **Geissele Super Reaction Rod** uses the same splined chamber lug interface as the original Reaction Rod, but adds a removable boss that spreads the torque of a PIA barrel nut removal through the upper receiver in a way that minimizes the chance of damaging the gun.

We won't lie, every armorer we spoke with said it's a rare day when they reach for an ejector removal tool. It's pretty unlikely that you'll

see an ejector related problem on an AR. But, that means when someone needs ejector help, they'll be desperate. You could be a hero if you have a **Brownells Ejector Removal Tool** on your workbench. While it's on the pricey side, this tool works on a few different guns including AR-15, AR-10, Remington 700, Winchester 70, Savage, and Sako platforms.

Judging torque isn't hard, but it takes practice and experience — things that a garage armorer might not develop. A shortcut is having a set torque wrench on hand to make sure you're not under or overdoing it with the twist. For barrel and receiver extensions, something like the **Matco Tools TRB75F 3/8-Inch Drive Flex Head Torque Wrench** and a 1/2-inch socket adapter would work as well as a less expensive beam style torque wrench from a hardware store. The advantage of a pro grade torque wrench lies in the fact that you set the torque and the wrench clicks when you hit it. No guessing. The reason for a 3/8-inch

drive as opposed to a 1/2-inch is versatility. The 3/8-inch works with a common automotive socket set so it can be used for jobs other than working on guns. A torque driver such as the **Brownells Magna-Tip Adjustable Torque Handle** comes in handy for the same reasons when working on handguards and optic mounts.

Most AR uppers are perfect out of the box, but some aren't. With the AR market crash of 2014 came a dearth of cheap receiver sets. So, it's not hard to find a bargain bin upper that has a little bit of run-out on the barrel interface. The **Wheeler Engineering AR 15 Receiver Lapping Tool** is a simple way to true up the face of an upper receiver. Just apply some lapping compound, slide the mandrel into the upper, attach a drill, and slowly lap the opening into a flat and true face that will fix any barrel seating woes. This has become such a common issue that some professional armorers we've spoken with lap all their barreling jobs preemptively. ■

**1 Geissele Super Reaction Rod**

**MSRP:** \$175

**URL:** [www.geissele.com](http://www.geissele.com)

**2 Brownells Ejector Removal Tool**

**MSRP:** \$64

**URL:** [www.brownells.com](http://www.brownells.com)

**3 Matco Tools TRB75F 3/8-inch Drive Flex Head Torque Wrench**

**MSRP:** \$333

**URL:** [www.matcotools.com](http://www.matcotools.com)

**4 Brownells Magna-Tip Adjustable Torque Handle**

**MSRP:** \$150

**URL:** [www.brownells.com](http://www.brownells.com)

**5 Wheeler Engineering AR 15 Receiver Lapping Tool**

**MSRP:** \$36

**URL:** [www.btibrands.com](http://www.btibrands.com)





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**MAKE:**

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**MODEL:**

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**URL:**

[www.keltecweapons.com](http://www.keltecweapons.com)

**MAKE:**

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**MODEL:**

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**URL:**

[www.keltecweapons.com](http://www.keltecweapons.com)

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# VOICES IN YOUR HEAD

LEARNING TO  
UNDERSTAND  
YOUR INSTINCTS  
IS VITAL TO  
YOUR PERSONAL  
SAFETY TRAINING

STORY AND PHOTOS BY  
DR. NEAL H. OLSHAN

## Intuition

noun | *in-tü-i-shen*

An unconscious ability to know something directly without analytic reasoning, bridging the gap between the conscious and unconscious parts of the mind; between instinct and reason.

## Inner Voice

noun | *in-ner vois*

The method your subconscious mind uses to alert you that something is wrong, out of place, or a potential danger; powered by intuition.

Federal agent Bill Henley was on special assignment in Central Park in New York City. As his partner took a bathroom break, Bill scanned out over the placid body of water.

"I felt a sensation across my back that I knew was a warning of danger," he said, recounting the 2011 incident during one of my seminars on mindset. The last time he felt this sensation was on patrol in Afghanistan just before an ambush. "There were no words, but the inner wave told me, 'Danger — somewhere behind you!'" Bill said.

Turning just in time, he saw a man coming up and swinging a machete. He gave a warning while drawing his

weapon, but the attacker continued to advance. The agent fired two shots, killing the attacker.

Meanwhile, in Florida, I had been giving a guest lecture on intuition during a firearms class when a student, Sherrie Stewart, explained how her inner voice suddenly spoke to her once when she was halfway to her car in the Mall of the Americas parking lot. It was raining, and the wind grabbed at her umbrella. It was only 6 p.m., but the storm clouds made it as dark as night. She knew her car was two aisles to the left. Without thinking she slowed her pace and looked around. She had the feeling that something was wrong.



A soldier in digital camouflage gear is shown from the waist down, holding a Magpul Hunter 700 rifle. The soldier is wearing a large tactical backpack with a helmet and other gear attached. The background is a snowy, mountainous landscape with some evergreen trees in the foreground. The overall tone is professional and military-oriented.

# HUNTER 700

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A mall security vehicle was moving in the next aisle, so she ran toward it. She had trouble describing to the guards why she flagged them down except to say that she had this feeling that was like a voice repeating, “Don’t go to your car.” After giving a description of her car and its location to the security guards, they told her to wait inside the mall. Ten minutes later the guards told her a man jimmied her car’s lock and was hiding on the floor behind the driver’s seat.

These two stories are real-life examples of how powerful intuition can be — and how it can save lives. Because it skips past normal logic, the subconscious mind connects the dots, perceives patterns or disruptions instantly, and compares the collected data to training, experiences, and the

present situation. Then it alerts us through the inner voice. This process can happen in a split-second and can sound the alarms long before the conscious mind is even aware of any potential danger.

As a shooting enthusiast and a preparation-minded individual, you need to listen to that inner voice. But, it’s not so easy if you don’t understand what you’re hearing.

### TRANSLATE YOUR INNER VOICE

Scientists have pinpointed where they think the intuition part of the brain is situated: the prefrontal cortex (PFC) right above the eyes. The PFC is the brain center responsible for taking in data through the body’s senses and deciding on actions. Scientists have found substantial evidence for a biological

basis of intuition within the functions of the PFC. In charge of abstract thinking and thought analysis, it’s also responsible for regulating behavior. This includes mediating conflicting thoughts, making choices between right and wrong, and predicting the probable outcomes of actions or events. The PFC regulates use of the inner voice.

In the 1980s TV show *Magnum, P.I.*, Tom Selleck’s titular character said, “When I write my book on how to be a world-class private investigator, I’m going to include a chapter on listening to your little voice. Everybody has one...” Though everyone has one, there is a problem: It rarely warns us in a clear-cut manner. It has a language of its own — physical sensations, a “sense of knowing,” or even a voice that sounds like your own.





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Typically, the initial alert is in the form of physical feelings or sensations. Here are some examples:

- › Tingly sensations
- › A sudden insight or clarity about danger
- › Stomachache or headache
- › Hair standing up on the back of your neck
- › A sensation similar to when you know someone is watching you
- › Chills up and down your spine
- › Ears or nose feel funny
- › Sense of pressure or repulsion from a person or situation
- › A weird vibe or suspicion
- › An urgent, imperative feeling
- › A gut feeling

Following the feelings or sensations, the inner voice might “speak” in the form of one or several words. It knows that in a dangerous situation there’s no time for complex sentences or drawn-out descriptions of the threat. Some phrases you might perceive include:

**“Stop!”**

**“Get down!”**

**“Who is that?”**

**“Take your time.”**

**“Slow down.”**

### EMBRACE YOUR INNER VOICE

There’s little doubt that your inner voice seems to know the most effective method to get your attention. The more you listen, the more proficient you will become at recognizing the many different signals or voice. But what’s the best way to do this? Enroll in a college psychology class? Fly to Dagobah for personalized Force training? Nope, but you can consider these techniques:

#### › Work Your Situational Awareness

Allow your personal space to expand

**“IF YOUR  
INNER  
VOICE  
SCREAMS  
‘DUCK!’  
DON’T  
WAIT TO  
SEE WHO’S  
TALKING.”**

—DR. NEAL OLSHAN

outward and extend your sense of awareness. Scan around. Don’t just hear, listen. Absorb the information your unconscious mind is collecting.

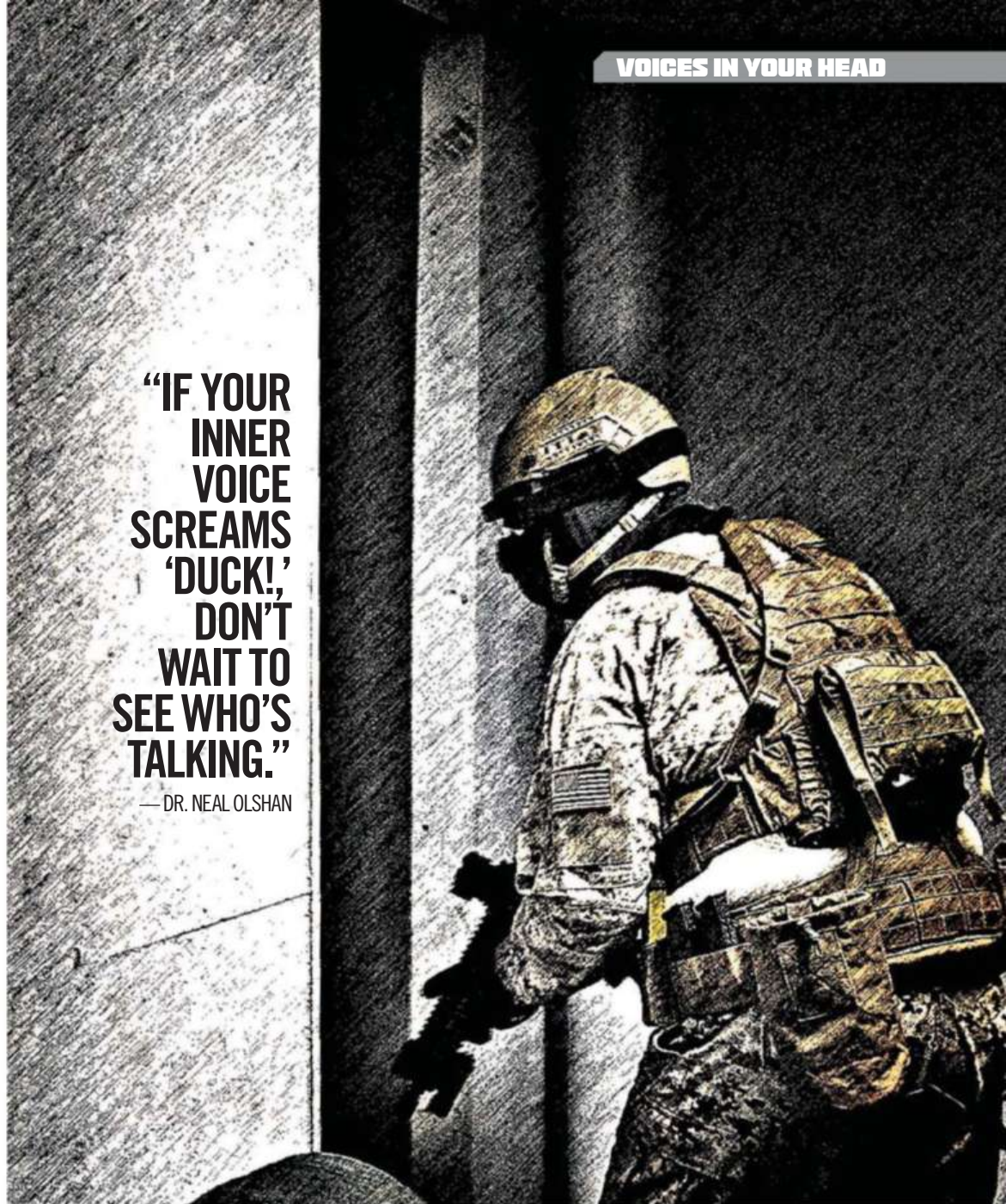
#### › Empathize With Others

You don’t need to pull a Professor Xavier, but try to sense the inner states of others. (Be nice, not intrusive.) Yes, a painful hangover is easy to spot, but what about deeply masked anger?

#### › Observe Others

Watch the body language and eye contact of others; does your gut give you a different reading than your mind?

Most of us have been taught since childhood that knowledge, reason, and common sense are the pillars of decision making. That’s good advice if you’re buying a car or deciding whether to go à la carte or order the whole value meal. But in the realm of combat, competition, or personal safety, thinking logically and consciously might take too long while that gut feeling, that little something instinctual from deep within, can keep us ahead of the curve — and has the potential of saving our lives or that of a loved one.





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So, what's the bottom line? Don't ignore your Spidey sense. Intuition and inner voice can be a potent self-defense system, but before they can be developed, they need to be acknowledged.

For example, a few years ago as a pilot, I was cleared by Scottsdale Airport's tower for departure. A scan of my plane's instruments showed everything in the green, but I kept getting a nagging feeling that something was not right. The word "oil" kept popping up in my mind. But even after triple-checking the instruments (especially the oil gauges), everything remained normal for takeoff. I was just about to put the throttle to the wall when my mind flashed back to the pre-flight inspection. I looked down to find that my hand had pulled back the throttle. I reported to the tower that I was aborting the takeoff. Once safely off the taxiway, I climbed out of my plane and repeated the preflight inspection,



and that was when I saw the long, dark oil streak running down the belly of the aircraft.

The realization hit me full force. I had a dangerous oil leak that could have caused the engine to seize up in flight. Somehow my conscious mind had missed the warning sign, but the subconscious part of my brain saw it, and my intuition instantly put the dots together based on my training and experience, alerting the inner voice to warn me. Thankfully, I always listen to my inner voice. ■

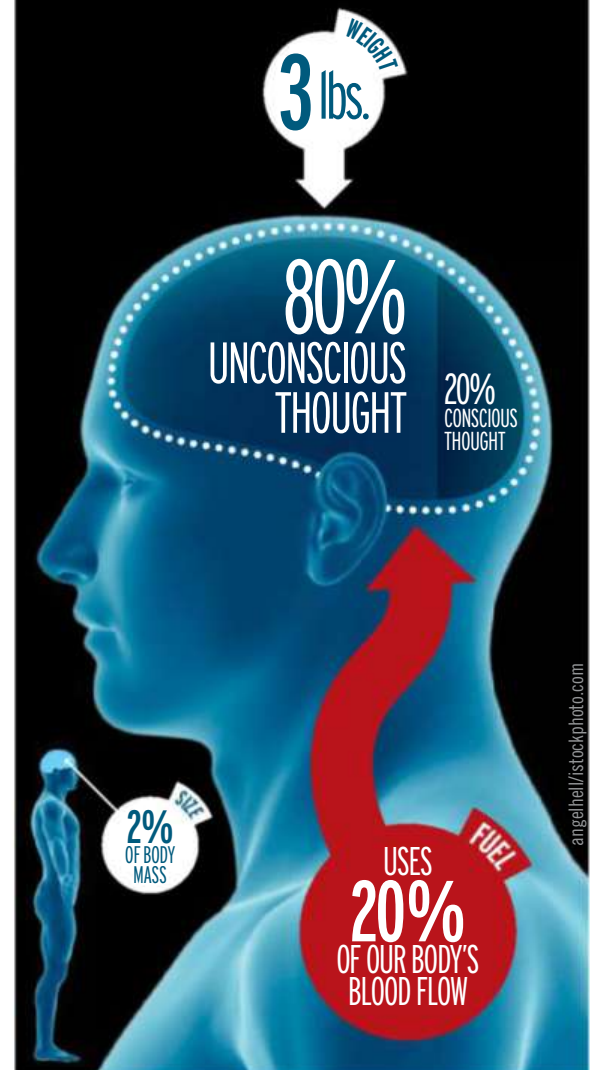
## ABOUT THE AUTHOR

Dr. Neal H. Olshan is a freelance writer and photographer, as well as the chief combat psychologist for LMS Defense. He developed the Evolution of Mindset Training Program. Olshan is the author of six non-fiction books and wrote the novel *The Panama Escape* with his wife, Mary.

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# THE BRAIN

Recent studies now show that only 20 percent of the brain's gray matter is dedicated to conscious thought while 80 percent is dedicated to unconscious thought. Your intuition and inner voice lie among the unconscious portion in the prefrontal cortex, right above the eyes.



## Ask Dr. O

Has your intuition and inner voice ever made a difference for you in a life-and-death situation? Want to find more resources or learn more about this topic? Email Dr. Neal H. Olshan at [DrOlshan@gmail.com](mailto:DrOlshan@gmail.com).





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## WARNING!

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# TAKE IT OUTSIDE!

**MOM WAS RIGHT AGAIN.  
THE SCIENCE BEHIND  
TRAINING OUTSIDE.**

BY BUCK DOYLE

PHOTOS BY STRAIGHT 8 AND KYLA DOYLE

When I was a kid growing up in San Antonio, Texas, my exercise equipment consisted of a pair of Converse high-tops, a BMX bike, an old wooden half-pipe ramp, and the 2 miles of road between my mom's apartment and my buddy's yard.

After high school, my routine started on a pair of yellow footprints and ended nearly 22 years later — spanning several continents and ranging from surf-zone zodiac hauls to full-gear humps at 9,000 feet. These days, it's easy to get accustomed to the air-conditioned familiarity of the gym — rain or shine, sun or snow, you know you can get your workout in according to your schedule, barring any unexpected crowds in the cardio room.

But if you're like me, gym workouts quickly get too comfortable...in other words, boring. Maybe I'm conditioned to need at least a little pain with my gain, and I generally avoid doing anything that allows me to completely tune out my environment. There's something about the hum of the treadmill and a wall of TVs in your face that makes you go brain-dead. Whether it's a change in seasons or scenery — or both — it turns out that getting outside may be the key to sticking to, and getting the most out of, your workouts.



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## MOM WAS RIGHT, AGAIN — THE SENSE AND SCIENCE BEHIND GOING OUTSIDE TO TRAIN

Nowadays, most of us spend far too much of our time indoors as it is. Mom was on to something back in the days of sending us kids outside to play until dark, but science doesn't always precede common sense. Now, in case there were any doubt, mom's advice is bolstered by people in white lab coats, whose scientific research confirms what she already knew — getting outside is, in fact, good for you. The benefits of outdoor versus indoor exercise are three-fold:

► **Physical:** Training outdoors provides physical benefits that just can't be replicated in the gym — differences in stride, ankle movement, and factors such as wind, temperature, and the variety of terrain provide an athlete, or even the average walker, with a higher level of exertion and calorie expenditure than a comparable exercise in the gym.

► **Mental:** There have been a number of studies showing that getting outside to exercise significantly improves a person's mood, energy level, and ability to cope with stress. Exercise by itself impacts all these areas, but there's something about getting out in nature that seems to amplify these positive effects. Another recent study found that people were more likely to stick to their workout when they exercised outdoors rather than at the gym.

► **Functional:** Training with weight machines and barbells at the gym effectively isolates

specific muscles; however, real-life movements — jumping, running, shooting on the move, climbing a wall, or balancing boxes while taking the stairs — get more complex and require muscle groups to work together, quickly and effectively, using gross and fine motor movements simultaneously. Training outside, on uneven terrain, hopping curbs or rocks, ducking a branch, or avoiding parked cars develops balance and body awareness that lends itself to functional movement in the real world. You're not going to get that from the bicep curl machine.

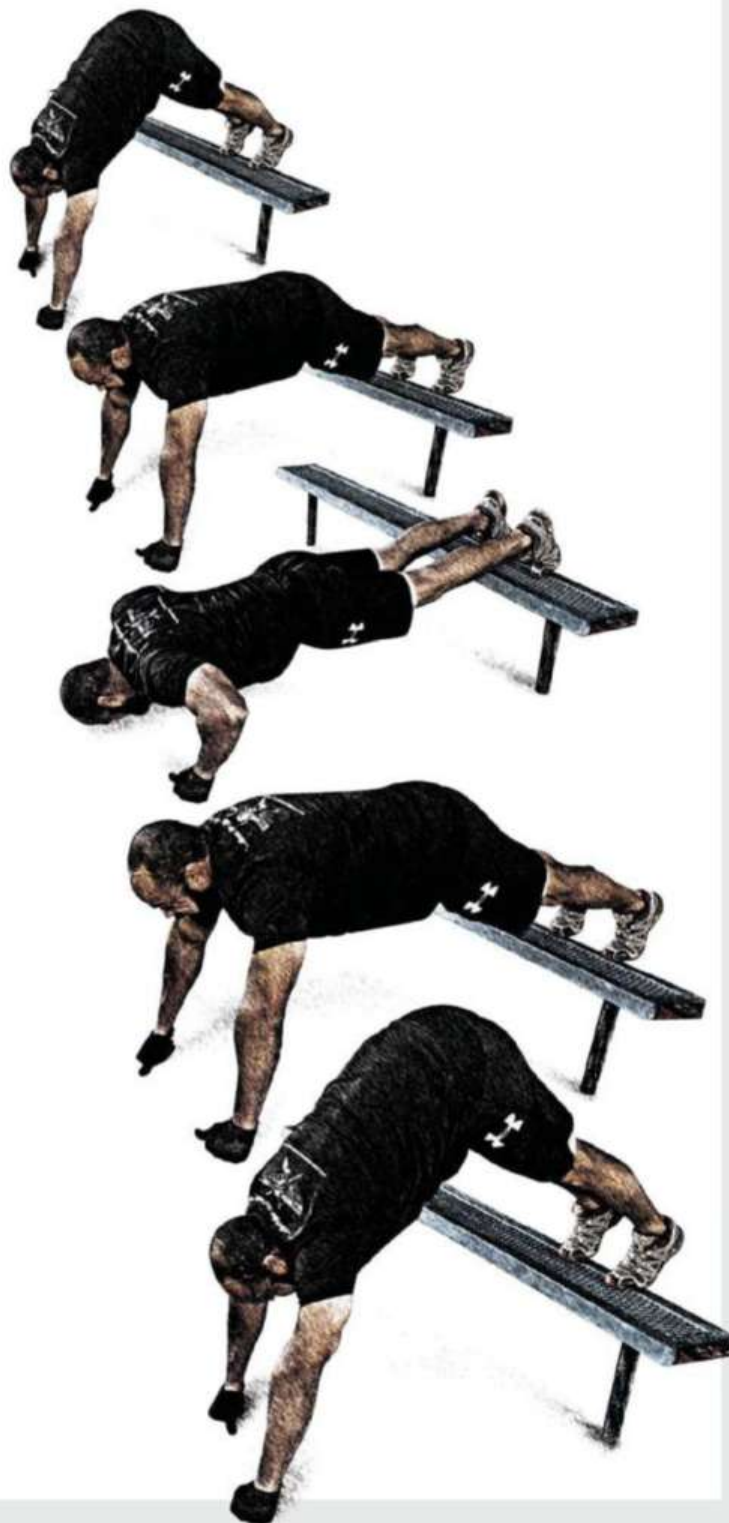
In the last *PT* column, I talked about using conscious effort during training versus just “going through the motions.” In other words, being conscious of your movement, technique, breathing, position, etc., and performing the fundamentals to a high standard, even with an elevated heart rate. Exercising outdoors is another way to bring consciousness to your training. While treadmill running makes me brain-dead, training outdoors forces me to have situational awareness, to look where I'm going and stepping (avoiding rocks, potholes, and curbs), and to avoid things like cars and other people around me. For me, getting outside not only gives me unlimited space and variety in my workouts, but leaves me physically spent and mentally energized.

## EXERCISING OUTDOORS ISN'T JUST FOR JOGGERS

Here are some killer exercises that will not only get you out of the gym, but will take your fitness to the next level:

### DECLINE PIKE PUSH-UPS

These are decline push-ups, but better. Not only are they one of the best body-weight shoulder exercises you can do, the hand walk to and from the plank position will work all the muscles of your arms and core. Place your feet on a bench, rock, or picnic table seat (about 12 to 18 inches high) with your hands on the ground. Walk out to a plank, do a decline push-up, and walk your hands back toward the bench as close as possible. Repeat.







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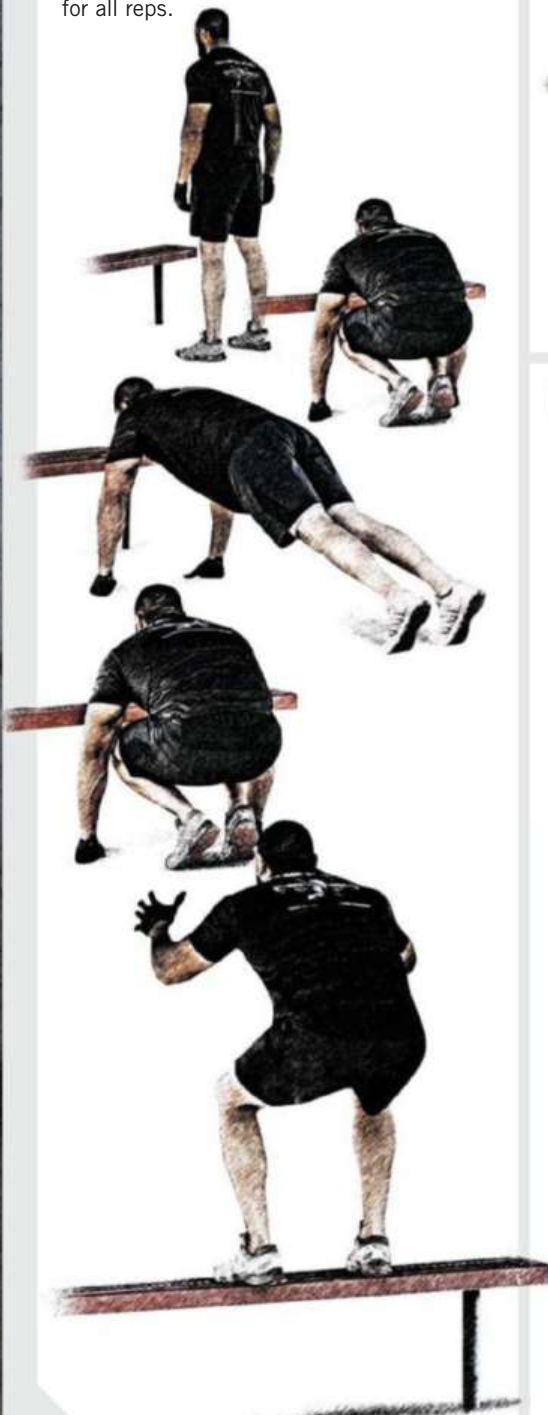
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## PICNIC TABLE/BENCH BURPEES

I hate burpees. I hate box jumps. But for some reason, putting them together makes it better. Do a burpee, but at the end, jump up with both feet onto the lower bench (like a box jump) instead of doing a vertical jump. Increase the difficulty by jumping up onto the end of the table top instead of the bench. Start with 10 reps, and increase only when proper form can be maintained for all reps.



## BEAR CRAWL

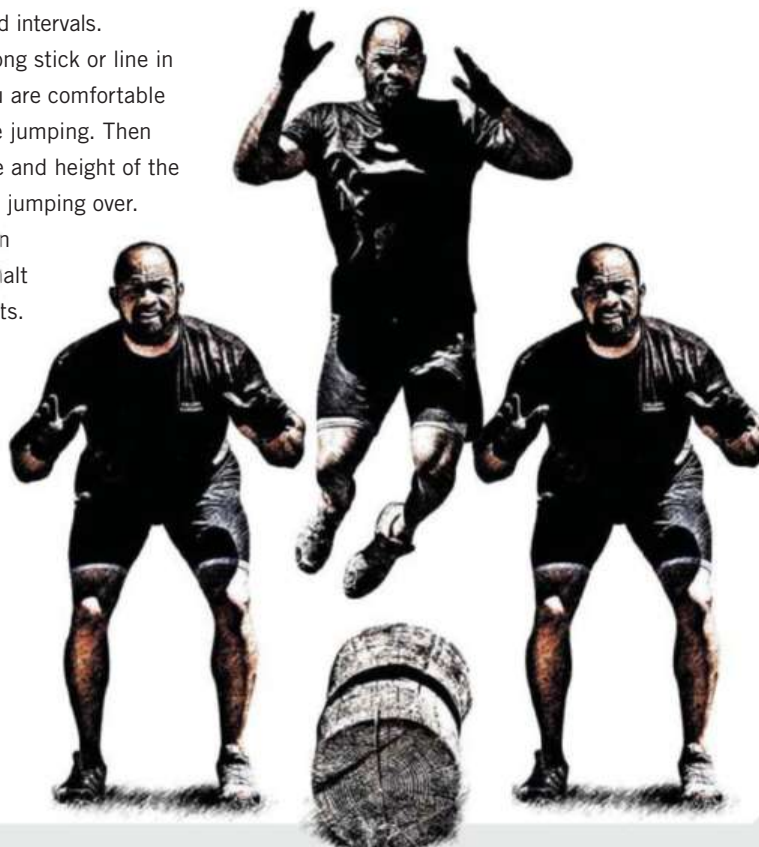
Back in my Marine Recon indoctrination and sniper school days, the bear crawl was a favorite of military instructors — this exercise is like doing a plank on the move; it'll strengthen your entire midsection, back, triceps, and shoulders. Begin on all fours, hands under shoulders and knees under hips. Leading with your head, lift your knees off the ground and begin crawling forward. Crawl for 20 yards and back with little rest between reps. Repeat for three to five reps. Increase difficulty by extending crawl distance.



## LATERAL LOG JUMPS

Most gym exercises focus on straight, forward motions, but it's important to develop strength, stability and coordination by doing lateral movements. Get into a squat position and quickly push upward and sideways to land softly, in a deep squat position on the other side of the log or obstacle. Shoulders and hips should be square and facing forward. Spring back quickly and repeat jumping back and forth. Perform in 30- to 60-second intervals.

Start with a long stick or line in the dirt until you are comfortable with side-to-side jumping. Then increase the size and height of the obstacle you are jumping over. Avoid jumping on concrete or asphalt to save your joints.







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## MEDICINE BALL SQUAT THRUSTS

This exercise is great for your legs, arms, and core, and will keep your heart rate up for good cardio training too. Stand in a shoulder-width stance with soft knees and elbows bent, holding a medicine ball in both hands over your chest. Bend your knees slightly into a shallow squat and explode upward, launching the ball into the air while pushing up onto your toes with full arm extension. Let the ball bounce several yards in front of you, run to pick it up, reset, and repeat.



## HILL SPRINT INTERVALS

Finish hard with hill sprint intervals. Gravity works like weights for the lower body — hill sprints not only increase speed and cardiovascular capacity, they'll actually build muscle mass too. Start by finding a hill with no more than a four- to eight-percent gradient; beginning on a steeper hill puts too much stress on your calves and Achilles tendons. Sprint uphill for eight to 10 seconds (at 80-percent capacity for your first run and 100-percent capacity thereafter). Recover during your walk back down to your starting point, making sure you've recovered your breath before starting the next sprint. Remember: 100-percent means *everything you've got* for eight to 10 seconds, otherwise you're just striding (AKA sandbagging) and not getting all of the benefits of the sprint. Aim for at least five to eight repetitions, more as your fitness level increases.



# "IF IT AIN'T RAINING, YOU AIN'T TRAINING!"

## GEARING UP FOR THE OUTDOOR WORKOUT

Whether you're the type to curse or cheer at a little rain or weather as you head out the door for a workout, you'll need to take into account Mother Nature when planning and purchasing your workout gear. Over the course of my career and nearly every climate and terrain, I've learned this the hard way. What works in the gym doesn't always work at the park or on the trails. Here are a few of my personal tips and picks when gearing up for outdoor workouts:

### › WHAT'S THE WEATHER?

If you haven't already, download a good weather app on your phone. The pretty lady on the national news isn't going to cut it here — try *The Weather Channel* mobile app, which gives you hour-by-hour temperature and precipitation forecasts for your specific location. Give it a glance when you get up in the morning and make adjustments to your gear as needed.

### › SUNSCREEN

Being naturally dark-skinned, I used to skip this, until I spent part of a summer training in Kenya and learned after just a few days that even black guys get sunburned (and peel). Even in cold climates, the sun's reflection off of snow can toast your face, lips, and ears in a hurry. Shiny, smelly, thick sunscreen isn't pleasant — Cetaphil's Daily Facial Moisturizer with SPF 50+ isn't any of those things, but still does the job.

### › LAYERS

Depending on the season or temperature, rely on thin layers rather than one bulky item for warmth or protection from the elements. On cold weather or night patrols, we used to say "cotton kills" — once it gets wet, it stays wet (and cold or frozen). A tight, light, moisture-wicking first layer is better in all types of weather — my go-to is Under Armour's HeatGear Compression shirt.

### › FEET FIRST

All training shoes are not equal. The shoes I wear in the gym would be a terrible pick for my outdoor workouts, and vice versa. For long trail runs and outdoor interval training, I prefer a shoe with the traction of a field boot without all the weight, like Salomon's Speedcross 3.

### › PROTECT YOUR PALMS

Getting out in nature is awesome, but when you end up with a splinter jammed in your hand after your first set of picnic table pushups or bear crawls your workout plans may be up a creek. For strength training and interval sessions outdoors, protect hands from rocks, splinters, or other sharp things by wearing sturdy but flexible gloves like Mechanix Original 0.5mm gloves.





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# WANT TO BONE UP ON YOUR TRAINING?

THESE ARE JUST SOME OF THE GUYS WHO'VE GOT THE JUICE TO GET YOU THERE.

BY DAVID REEDER

We've been doing our best on the website to push training opportunities out there. We've also started running the occasional training pictorials, showing some of our friends, families, and trainers we respect out honing their skills and enjoying themselves. This is in keeping with the "software is better than hardware" mantra, but we also do it because you can have such a helluva good time training. There's really no downside to increasing knowledge and proficiency, while building friendships or affirming family bonds — at least not that we can see. Watch for #honeyskills and #rangepr0n on social media to get a better idea what we're talking about.

Also to this end we're proud to announce the addition of three new SMEs to the lineup. You will soon be hearing the insight and perspectives of none other than Dr. Sebastian Gorka, Steve Tarani, and Danny "Gator" P. They're formidable men all.

Dr. Gorka is a rock star in the counterterrorism and intelligence world. He's lectured at West Point, the National Counterterrorism Center and the Institute of World Politics and is a regular instructor for USSOCOM and the John F. Kennedy Special Warfare Center and School. It would take several pages to convey the man's CV and accomplishments — find him on The Gorka Briefing, Marine Corps University, or Institute of World Politics websites for more information.

Steve Tarani has been a much sought-after instructor and consultant for decades. He's worked for, and with, everyone from the DOD and FBI to NASA and, perhaps most tellingly, the DOE and CIA. His experience as a firearms instructor is second only to his astonishing background in the martial arts, but even that pales in comparison to his expertise in personal security and protective services. He will be opining on a wide array of topics, and all of us will benefit thereby.

Gator...well, Gator's background is as improbable as it is interesting and unique. He's spent a lot of time in faraway places under mostly arduous conditions, sometimes keeping important people safe, sometimes working to mitigate threats as part of a very exclusive unit possessing highly specialized skillsets. If you've seen the trailer for *13 Hours: the Secret Soldiers of Benghazi* or read any books like Jamie Smith's *Gray Work*, you'll get some idea the sort of circles he's been running in.

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Winged and four-legged mascots have been used to symbolize everything from cars to sports teams to companies within the military for many years. So when it comes to personalizing one in the way of a morale patch, everyone has a favorite animal or can pick one that they feel best represents who they are. While it was tough to narrow down our picks to a few selections, we felt this was a good cross-section of both humor and seriousness, small and larger animals that could find a place in your patch collection.

Whether it's the Denzel Washington film *Man on Fire* or the A.J. Quinnell novel of the same name, you may want to check out both versions and then invest in the patch that satirizes the title character John "Creasy Bear" Creasy. If you're a fan of Warner Brothers cartoons, the set that includes a tac version of

Bugs and a terrorist version of Daffy has your name on it. Or if you just prefer to keep it simple with a cool rendition of a rhino, owl, or swallow, you're covered there too. Also, check out the new name in the game, Craig Metzger, with his unique "happy place" interpretation.

We've also included a unique patch display. The ITS Modular Morale System improves upon the fabric-backed Velcro wall hanging in a few ways. The MMS allows mounting multiple panels butting up against one another to create a borderless field that can grow large enough to accommodate even RECOIL's massive patch collection. Aside from the clean look, each 12x18-inch panel has a 3/16-inch foam core over a stiff, plastic backer. The foam is great for mounting pins and pin-mounting patches without Velcro. The panels mount to any flat surface with the included adhesive. ■

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**3 MAKE:**  
5.11 Tactical  
**PATCH:**  
Swallow Bomber  
**COLORWAY:**  
Black (shown), sand  
**MSRP:**  
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**4 MAKE:**  
5.11 Tactical  
**PATCH:**  
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**COLORWAY:**  
Black, sand (shown)  
**MSRP:**  
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**5 MAKE:**  
AlwaysOutnumbered  
**PATCH:**  
Creasy Bear Operator Morale Patch  
**COLORWAY:**  
Shown  
**MSRP:**  
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**6 MAKE:**  
AlwaysOutnumbered  
**PATCH:**  
Tac Bunny x Osama Bin Quackin Morale Patch Set  
**COLORWAY:**  
Shown  
**MSRP:**  
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**URL:**  
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**7 MAKE:**  
Craig Metzger  
**PATCH:**  
This Happy Place Morale Patch  
**COLORWAY:**  
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**MSRP:**  
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**URL:**  
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**8 MAKE:**  
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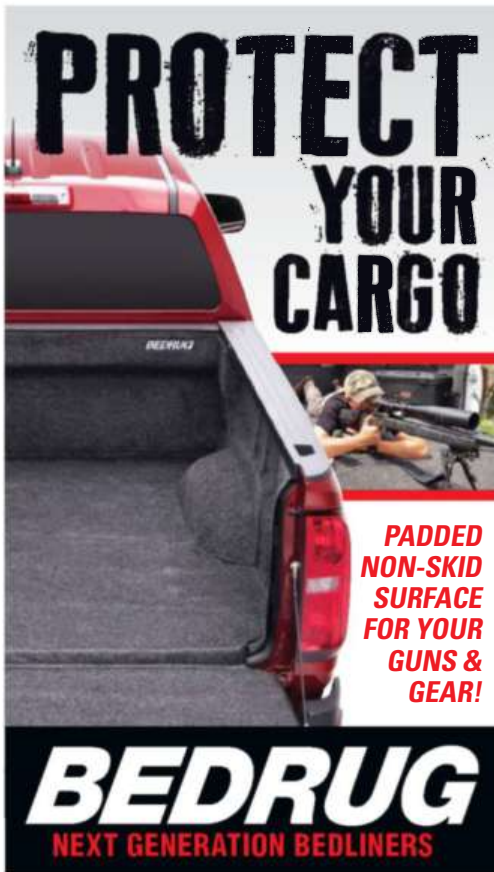
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**PHOTOGRAPHER:** Jorge Nuñez @jorgehnunez

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**SHOTGUN**

- > Remington Model 870
- > Mesa Tactical SureShell Aluminum Carrier (Six-Shell, Red, 12-Gauge)
- > Mesa Tactical High-Tube Telescoping Hydraulic Recoil Stock Kit (Magazine Clamp, 24-inch Rail)

**OPTIC**

- > Vortex Optics Razor Red Dot (3 MOA Dot)
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INSIDE:  
Wheels that  
will light up  
your life pg.10

THE ORIGINAL

2015

ULTIMATE WHEEL&TIRE

# GUIDE

2015 ULTIMATE WHEEL&TIRE GUIDE

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guide to all things  
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## IF YOUR WHEEL COULD TALK

It's been said that wheels and tires are the ultimate statement of self-expression, but they're also an extension of your style—and sometimes your pocketbook. It's not to say that the most expensive wheels are best, because we all know money can't buy class. But if there's one thing to remember, then remember this: Your wheels will say more about you than your ex, so choose wisely.

There's a certain camaraderie when it comes to wheels. If you see someone with the same manufacturer or same caliber of wheel, it creates an instant bond. But get caught riding dirty on a brand of wheels they don't approve of, and you'll soon become the butt of every joke. So if you're in the scene to be seen, you already know what I'm talking about. But if not, then it just doesn't matter. Either way, to each his own—and pick what you like.

Now that we're back for our annual installment of the Ultimate Wheel & Tire Guide, this issue is packed with all of the latest releases from some of the world's top brands. From imports to domestics, euros to SUVs, this guide is the largest and most comprehensive the market has seen.

Years back when we first launched, rim

manufacturers couldn't wait to launch the largest diameters, mated to the thinnest possible tires. But fast-forward to present day, and it seems as though the race is finally over. The general public now seems to have found a happy medium with 26s and 28s for trucks and SUVs. And when it comes to the sport compact market, fatter tires and smaller wheels are all the rage.

We've also seen manufacturers putting increased effort into making cast wheels, which mimic the detail and fitment of forged wheels. With consumers gravitating more toward financial savings over weight savings, these new cast wheels are gaining traction. Besides, most people don't track, and if you live in L.A., you're not going anywhere anytime soon with all this traffic.

So enjoy the issue and choose wisely!

With Respect,  
John Jarasa



# 2015 ULTIMATE WHEEL & TIRE GUIDE

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Life's short.  
Your wheel game  
shouldn't be.

## Ultimate Wheel & Tire Guide:

THE BIGGEST GUIDE  
FOR THE BEST BOLT-ONS  
FOR YOUR RIDE.





# PLATINUM WHEELS

1A

RESERVED  
VIP



410 DIVINE



**NEW 412 OPULENT**  
Satin Graphite Grey, Gloss Black w/ Diamond Cut  
FWD 16, 17, 18, 20



**NEW 252 ALLURE**  
PVD, Gloss Black w/ Milled Accents,  
CUV 17, 18, 20



**419 RECLUSE**  
Gloss Black w/ Milled Accents & Black PVD  
FWD 16x7, 17x7.5, 18x8, 20x8.5



**081 ETWINE**  
Chrome, Silver  
FWD 14x6, 15x7, 16x7, 17x7.5



**418 WRATH**  
Gloss Black w/ Diamond Cut Face  
FWD 15x7, 16x7, 17x7.5, 18x8, 20x8.5



**291-292 SABER**  
Gloss Black with Diamond Cut Accents  
FWD 16x7, 17x7.5, 18x8, 20x8



**204 MANTIS**  
Gloss Black w/ Diamond Cut Face  
FWD 15x7, 16x7, 17x7.5, 18x8



**NEW 410 DIVINE**  
Gloss Black w/ Milling & Diamond Cut RWD, Ultra PVD  
FWD 16x7, 17x7.5, 18x8, 20x8.5, RWD 20x9, 22x9.5







### 252 Allure

**DIAMETER:** 17, 18, 20  
**FINISHES:** Ultra V Finish PVD, Gloss Black with milling  
**BOLT PATTERNS:** 5x100, 5x114.3, 5x120, 5x127, 6x120  
**APPLICATIONS:** CUV (crossovers), FWD passenger cars  
**WHEEL TYPE:** One piece



### 410 Divine

**DIAMETER:** 16, 17, 18, 20, 22  
**FINISHES:** Gloss Black with milling and diamond-cut accents, Ultra V finish PVD  
**BOLT PATTERNS:** 4x100, 4x108, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x129.7, 6x105, 6x109.7  
**APPLICATIONS:** FWD passenger vehicles, sport compact cars, CUV, muscle cars, street truck/SUV  
**WHEEL TYPE:** One piece



### 412 Opulent

**DIAMETER:** 16, 17, 18, 20  
**FINISHES:** Satin Graphite Grey, Gloss Black with diamond-cut face  
**BOLT PATTERNS:** 5x100, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** FWD passenger cars, sport compact cars, CUV  
**WHEEL TYPE:** One piece



### 212 Widow

**DIAMETER:** 17, 18, 20  
**FINISHES:** Matte Black with Gloss Black inserts  
**BOLT PATTERNS:** 5x100, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** FWD passenger cars, sport compact, CUV  
**WHEEL TYPE:** One piece



### 418 Wraith

**DIAMETER:** 15, 16, 17, 18, 20  
**FINISHES:** Gloss Black with diamond-cut face  
**BOLT PATTERNS:** 5x100, 5x105, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** FWD passenger cars, sport compact cars, CUV  
**WHEEL TYPE:** One piece



### 419 Recluse

**DIAMETER:** 16, 17, 18, 20  
**FINISHES:** Ultra V Finish Black PVD, Gloss Black with diamond-cut face  
**BOLT PATTERNS:** 5x100, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** FWD passenger car, sport compact cars  
**WHEEL TYPE:** One piece



### 081 E-Twine

**DIAMETER:** 14, 15, 16, 17  
**FINISHES:** Bright Silver, Chrome  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** FWD passenger cars, sport compact cars  
**WHEEL TYPE:** One piece



### 204 Mantis

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Gloss Black with diamond-cut face  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** FWD passenger cars, sport compact cars, CUV  
**WHEEL TYPE:** One piece



### 292 Saber

**DIAMETER:** 16, 17, 18  
**FINISHES:** Gloss Black with diamond-cut accents  
**BOLT PATTERNS:** 4x100, 4x114.3, 5x100, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** FWD passenger cars, sport compact cars, CUV  
**WHEEL TYPE:** One piece



GLOSS BLACK  
MACHINED FACE

THE WORD ON  
THE STREET

GLOSS BLACK

GLOSS BLACK  
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### Perfetto

**DIAMETER:** 17, 18, 20, 22, 24, 26, 28, 30  
**FINISHES:** Black machined, chrome, Black machined edge, Silver, Bronze  
**BOLT PATTERNS:** 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x135, 5x139.7, 6x114.3, 6x115, 6x132, 6x135, 6x139.7  
**WHEEL TYPE:** One piece



### Domani

**DIAMETER:** 18, 20, 22, 24  
**FINISHES:** Black machined, chrome, Black, Black machined lips  
**BOLT PATTERNS:** 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x135, 5x139.7, 6x135, 6x139.7  
**WHEEL TYPE:** One piece



### Fuso

**DIAMETER:** 19, 20, 22  
**FINISHES:** Black machined, Black, Gunmetal  
**BOLT PATTERN:** 5x112, 5x114.3, 5x115, 5x120, 5x120.7  
**WHEEL TYPE:** One piece



### Denaro

**DIAMETER:** 22, 24, 26  
**FINISHES:** Black, machined, chrome  
**BOLT PATTERNS:** 5x114.3, 5x115, 5x120, 5x127, 5x135, 5x139.7, 6x127, 6x135, 6x139.7  
**WHEEL TYPE:** One piece



### Malato

**DIAMETER:** 18, 20, 22  
**FINISHES:** Black machined, chrome, Gold, Stealth Black, Gloss Black, Bronze  
**BOLT PATTERNS:** 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**WHEEL TYPE:** One piece



### Stiletto

**DIAMETER:** 20, 22  
**FINISHES:** Black machined, chrome, Stealth Black, Gloss Black  
**BOLT PATTERN:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**WHEEL TYPE:** One piece



### Magia

**DIAMETER:** 22, 24  
**FINISHES:** Gloss Black machined, Stealth Black, Gloss Black, chrome  
**BOLT PATTERNS:** 5x112, 5x114.3, 5x115, 5x120, 5x127, 5x135, 5x139.7, 6x115, 6x127, 6x139.7  
**WHEEL TYPE:** One piece



### Moda

**DIAMETER:** 18, 20, 22  
**FINISHES:** Black machined, chrome, Stealth Black  
**BOLT PATTERNS:** 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7  
**WHEEL TYPE:** One piece



### Veleno

**DIAMETER:** 17, 18, 20, 22  
**FINISHES:** Black machined, chrome, Black  
**BOLT PATTERN:** 5x114.3  
**WHEEL TYPE:** One piece



# LIGHT

## Up Your Life





In the past decade, we've seen it all. Spinners, clear wheels, custom finishes, floating wheels, and the list goes on. Yet as wheel companies battle to build the hype, we wait each year to feature the wild and the zany, and this year it's looking like Savini Wheels may have just lit up the competition.

The introduction of the company's new finish is sure to have you gleaming with envy. And while it's not for everyone, it will certainly be big news for those looking to stand out and make a statement. Savini Wheels' latest finish appears docile and standard during the day, but at night is when it comes to life. In association with Lumilor Lab, Savini Wheels teamed up to introduce an exclusive paint that illuminates when electricity is applied. Currently, the only colors available for this special paint are blue and green, but they're already in the works to expand the color palette.

Can this paint be applied to any of the wheels you carry or just select models?

To achieve this look, we use paint so you can apply it to any wheel in our lineup. You can also customize the pattern and dictate which parts light up.

What is the turnaround time to get this done?

From order to completion and delivery, it takes about six to eight weeks.

Which sizes will these wheels be available in?

As of now, this optional coating will be available in our wheel lineup consisting of 19 through 22 inches, as well as 24 inches, 26 inches, 28 inches, 30 inches, 32 inches, and 34 inches.

I know this is still in the R&D phase, but how are you getting the power to the wheel?

Yes, we are currently in the R&D stage at the moment, but we do have one working and running model that is powered by a power pack and hub system, which will remain un-disclosed till its final release. By midsummer, we should have ironed out any kinks we might find while testing them out. All final details should be released by midsummer. **UWTF**

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### DR-66

**DIAMETER:** 15, 17, 18  
**FINISHES:** Flat Black full painted, Charcoal Gray full painted, Rally Bronze full painted, White full painted, Virtual chrome  
**BOLT PATTERNS:** 4x100, 4x114.3, 5x100, 5x114.3  
**WHEEL TYPE:** One piece



### DR-65

**DIAMETER:** 15  
**FINISHES:** Gloss black machined face, Gold machined face, Silver machined face, Virtual chrome, White machined face  
**BOLT PATTERNS:** 4x100  
**WHEEL TYPE:** One piece



### DR-64

**DIAMETER:** 20  
**FINISHES:** Flat black full painted, Virtual chrome  
**BOLT PATTERNS:** 5x114.3, 5x115, 5x120  
**WHEEL TYPE:** One piece



### DR-63

**DIAMETER:** 17, 18  
**FINISHES:** Flat Black full painted, Gloss Black machined lip, Silver machined lip  
**BOLT PATTERNS:** 5x100, 5x108, 5x112, 5x114.3, 5x115, 5x120  
**WHEEL TYPE:** One piece



### DR-62

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Flat Black full painted, Gun Metal full painted  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**WHEEL TYPE:** One piece



### DR-60

**DIAMETER:** 18, 19, 20  
**FINISHES:** Flat Black full painted, Flat Black machined face, Silver machined face  
**BOLT PATTERNS:** 5x112, 5x114.3, 5x115, 5x120  
**WHEEL TYPE:** One piece



### DR-58

**DIAMETER:** 16x8.25  
**FINISHES:** Flat Black machined lip, Flat Black lip machined face, Gold machined lip, Silver machined lip  
**BOLT PATTERNS:** 4x100, 4x114.3  
**WHEEL TYPE:** One piece



### DR-49

**DIAMETER:** 18  
**FINISHES:** Flat Black full painted, Charcoal Gray full painted, Hyper Silver full painted  
**BOLT PATTERNS:** 5x112, 5x114.3, 5x120  
**WHEEL TYPE:** One piece



### DR-54

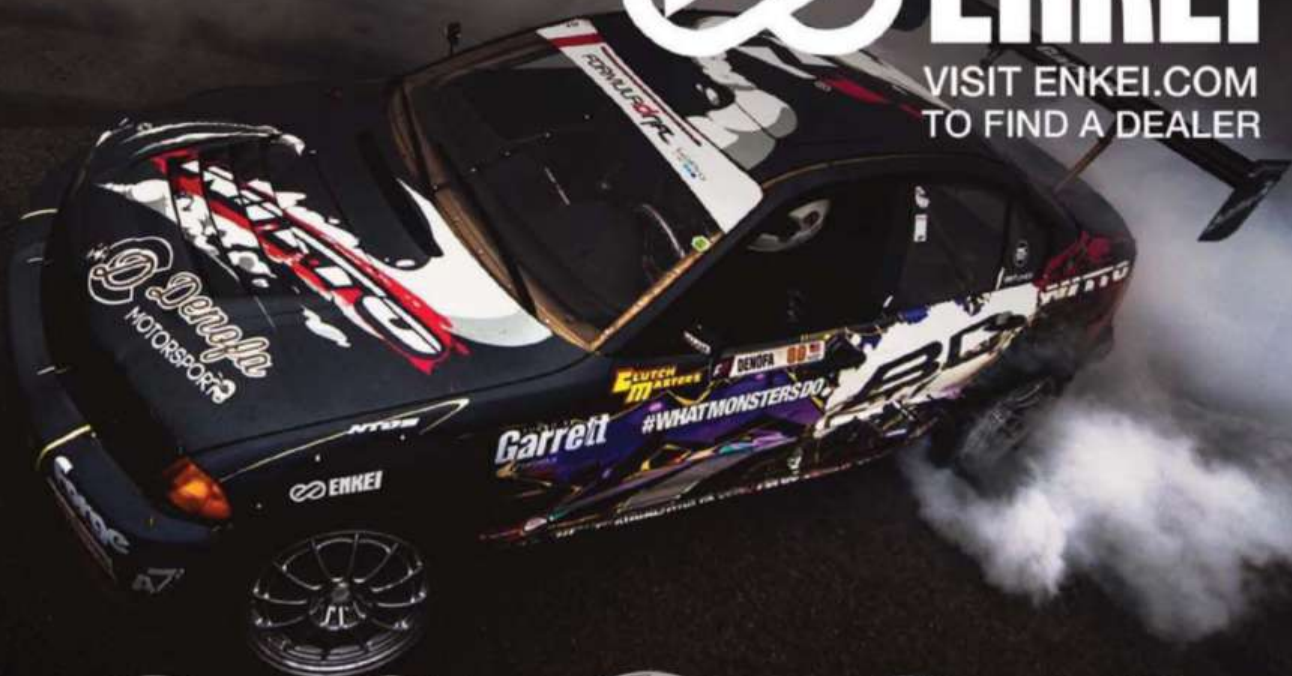
**DIAMETER:** 15  
**FINISHES:** Gloss Black machined lip, Gold machined lip  
**BOLT PATTERNS:** 4x100, 4x114.3  
**WHEEL TYPE:** One piece





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Performance Series



**GP5** 16, 17, 18  
Performance Series

**EKM3** 17, 18  
Performance Series

**RAZR** 18, 20  
Performance Series

**ST6** 17, 18, 20  
Truck & SUV Series

**M5** 17, 18, 20  
Truck & SUV Series





### PF01 EV0

DIAMETER: 17, 18  
FINISHES: S&K, Pearl White, Matte Black  
BOLT PATTERNS: 5x112, 5x114.3, 5x120  
APPLICATIONS: Import and domestic cars  
WHEEL TYPE: One piece



### TS9

DIAMETER: 17, 18  
FINISHES: Platinum Gray, Matte Black, Matte Silver  
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3  
APPLICATIONS: Import and domestic cars  
WHEEL TYPE: One piece



### TX5

DIAMETER: 17, 18  
FINISHES: Platinum Gray, Matte Black  
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120  
APPLICATIONS: Import and domestic cars  
WHEEL TYPE: One piece



### YS5

DIAMETER: 15, 16, 17, 18  
FINISHES: Matte Black, Hyper Black  
BOLT PATTERNS: 4x100, 5x100, 5x108, 5x114.3, 5x120  
APPLICATIONS: Import and domestic cars  
WHEEL TYPE: One piece



### PSR5

DIAMETER: 15, 16, 17, 18  
FINISHES: Hyper Black, Matte Black  
BOLT PATTERNS: 4x100, 5x100, 5x110, 5x114.3  
APPLICATIONS: Import and domestic cars  
WHEEL TYPE: One piece



### CUV

DIAMETER: 16, 17, 18, 20  
FINISHES: Black Machined, Matte Gray  
BOLT PATTERNS: 5x108, 5x110, 5x114.3, 5x120  
APPLICATIONS: Domestic and Import small SUV  
WHEEL TYPE: One piece



### TENJIN

DIAMETER: 17, 18  
FINISHES: Black with machined lip, Gunmetal with machined lip  
BOLT PATTERNS: 5x100, 5x112, 5x114.3, 5x120  
APPLICATIONS: Import and domestic cars  
WHEEL TYPE: One piece



### SR6

DIAMETER: 15, 16, 17, 18  
FINISHES: Matte Black, Matte Bronze, Gunmetal  
BOLT PATTERNS: 4x100, 5x100, 5x114.3  
APPLICATIONS: Import and domestic cars  
WHEEL TYPE: One piece



### VR5

DIAMETER: 15, 16, 17, 18  
FINISHES: Hyper Black, Matte Black  
BOLT PATTERNS: 4x100, 5x108, 5x110, 5x112, 5x114.3, 5x120  
APPLICATIONS: Import and domestic cars  
WHEEL TYPE: One piece



# FOCAL



**NEW**

**422 F-007**

15x6.5, 16x7, 17x8, 18x8

GLOSS BLACK W/ MILLED ACCENTS



**NEW**

**442 F-15 NEW**

16x7, 17x7.5, 18x8

GLOSS BLACK W/ DIAMOND CUT FACE  
SATIN BLACK

**NEW**

**444 F-06**

16x7, 17x7.5, 18x8

GLOSS BLACK W/ DIAMOND CUT FACE  
SATIN BLACK

**NEW**

**446 F-13**

15x8, 16x7, 17x8, 18x8

GLOSS BLACK W/ DIAMOND CUT FACE  
SATIN BLACK



**NEW**

**422 F-007**

15x6.5, 16x7, 17x8, 18x8

SATIN BLACK

**425 F-03**

16x7, 17x7.5, 18x8

SATIN BLACK

**428 F-04**

15x6.5, 16x7, 17x7.5, 18x8

SATIN BLACK

**429 HIGH V**

16x7, 17x8, 18x8

SLATE GREY W/ DIAMOND  
CUT LIP, SATIN BLACK

**430 F-07**

16x7, 17x8, 18x8

GLOSS BLACK W/  
DIAMOND CUT FACE



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### 422 F-007

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Gloss Black with milled accents, Satin Black  
**BOLT PATTERNS:** 4x100, 4x108, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x120  
**APPLICATIONS:** Sport compact cars, FWD passenger cars  
**WHEEL TYPE:** One piece



### 442 F-15

**DIAMETER:** 16, 17, 18  
**FINISHES:** Gloss Black with diamond-cut face, Satin Black  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Sport compact cars, FWD passenger cars  
**WHEEL TYPE:** One piece



### 444 F-06

**DIAMETER:** 16, 17, 18  
**FINISHES:** Gloss Black with diamond-cut face, Satin Black  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Sport compact cars, FWD passenger cars  
**WHEEL TYPE:** One piece



### 446 F-13

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Satin Black, Gloss Black with diamond-cut face  
**BOLT PATTERNS:** 4x100, 4x108, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Sport compact cars, FWD passenger cars  
**WHEEL TYPE:** One piece



### 421 X

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Satin Black, Matte Black with Red lip stripe  
**BOLT PATTERNS:** 4x100, 4x114.3, 5x100, 5x108, 5x112, 5x114.3, 5x120  
**APPLICATIONS:** Sport compact cars, FWD passenger cars  
**WHEEL TYPE:** One piece



### 425 F-03

**DIAMETER:** 16, 17, 18  
**FINISHES:** Satin Black with diamond-cut accents  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Sport compact cars, FWD passenger cars  
**WHEEL TYPE:** One piece



### 428 F-04

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Satin Black  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Sport compact cars, FWD passenger cars  
**WHEEL TYPE:** One piece



### 429 High V

**DIAMETER:** 16, 17, 18  
**FINISHES:** Slate Grey with diamond-cut lip, Satin Black  
**BOLT PATTERNS:** 5x100, 5x110, 5x112, 5x114.3, 5x120  
**APPLICATIONS:** Sport compact cars, FWD passenger cars  
**WHEEL TYPE:** One piece



### 430 F-07

**DIAMETER:** 16, 17, 18  
**FINISHES:** Gloss Black with diamond-cut face  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115  
**APPLICATIONS:** Sport compact cars, FWD passenger cars  
**WHEEL TYPE:** One piece



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### KM20

DIAMETER: 19  
FINISHES: Matte Bronze, Precious Coatings  
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
WHEEL TYPE: One piece



### KM20

DIAMETER: 19  
FINISHES: Silver machined, Precious Coatings  
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
WHEEL TYPE: One piece



### SLC1

DIAMETER: 18  
FINISHES: Silver, Precious Coatings  
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
WHEEL TYPE: One piece



### SL1

DIAMETER: 15, 16  
FINISHES: Gold, Black, Silver, Precious Coatings  
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x114.3  
WHEEL TYPE: One piece



### KM16

DIAMETER: 15, 16  
FINISHES: Silver machined, Gunmetal machined, Precious Coatings  
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x114.3  
WHEEL TYPE: One piece



### KM16

DIAMETER: 15, 16  
FINISHES: Fusion Blue, Fusion Red, Precious Coatings  
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x114.3  
WHEEL TYPE: One piece



### SL1

DIAMETER: 15, 16  
FINISHES: Gold, Black, Bronze/Black, Precious Coatings  
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x114.3  
WHEEL TYPE: One piece



### SL14

DIAMETER: 18  
FINISHES: Silver machined, Matte Black, Precious Coatings  
BOLT PATTERNS: 5x100, 5x112, 5x114.3, 5x115, 5x120  
WHEEL TYPE: One piece



### SL5

DIAMETER: 18  
FINISHES: Silver machined chrome lip, Matte Black Gloss Bronze lip, Precious Coatings  
BOLT PATTERNS: 5x100, 5x112, 5x114.3, 5x115, 5x120  
WHEEL TYPE: One piece



# #KÖNIG WHEELS



**INTEGRAM**

18x9 ET27

*Flow Formed*



Matte Graphite

Matte Black

17 x 8, 17 x 9, 18 x 8, 18 x 9, 18 x 10, 19 x 8.5, 19 x 9.5 - Low Offsets Available

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**Interform**

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18", 19", 20"

Widths up to 9.5"  
Low Offsets Available

**Centigram**

*Flow Formed*

19"

Widths up to 10.5"  
Low Offsets Available  
Additional Finishes Available

**Milligram**

*Flow Formed*

18"

Widths up to 10"  
Low Offsets Available  
Additional Finishes Available

**Helix**

*Flow Formed*

15"

Widths up to 9"  
Low Offsets Available  
Additional Finishes Available



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### Interform

**DIAMETER:** 18, 19, 20

**FINISHES:** Graphite with machined face

**BOLT PATTERNS:** 5x108, 5x112, 5x114.3, 5x120

**APPLICATIONS:** Flow formed; applications for front-wheel drive, rear-wheel drive, all-wheel drive, and staggered applications available

**WHEEL TYPE:** One piece



### Tweak'd

**DIAMETER:** 15, 16, 17, 18

**FINISHES:** Gloss Black with Red stripe and Silver with full machine face

**BOLT PATTERNS:** 4x100, 5x100, 5x108, 5x112, 5x114.3

**APPLICATIONS:** Applications for most popular passenger vehicles; special 15x8 4x100 fitment available

**WHEEL TYPE:** One piece



### Tweak'd

**DIAMETER:** 15, 16, 17, 18

**FINISHES:** Silver with full machine face and Black with Red stripe

**BOLT PATTERNS:** 4x100, 5x100, 5x108, 5x112, 5x114.3

**APPLICATIONS:** Applications for most popular passenger vehicles

**WHEEL TYPE:** One piece



### Runlite

**DIAMETER:** 16, 17, 18

**FINISHES:** Gold, Matte Grey, and Matte Black

**BOLT PATTERNS:** 4x100, 5x100, 5x108, 5x112, 5x114.3

**APPLICATIONS:** Applications for most popular passenger vehicles

**WHEEL TYPE:** One piece



### Runlite

**DIAMETER:** 16, 17, 18

**FINISHES:** Matte Black, Gold, and Matte Grey

**BOLT PATTERNS:** 4x100, 5x100, 5x108, 5x112, 5x114.3

**APPLICATIONS:** Applications for most popular passenger vehicles

**WHEEL TYPE:** One piece



### Runlite

**DIAMETER:** 16, 17, 18

**FINISHES:** Matte Grey, Black, and Gold

**BOLT PATTERNS:** 4x100, 5x100, 5x108, 5x112, 5x114.3

**APPLICATIONS:** Applications for most popular passenger vehicles

**WHEEL TYPE:** One piece



### Helix

**DIAMETER:** 15

**FINISHES:** Red (shown), Matte Black, Silver

**BOLT PATTERNS:** 4x100

**APPLICATIONS:** Flow formed; applications for 4x100 only; available in 15x7, 15x8, and 15x9. Extremely lightweight.

**WHEEL TYPE:** One piece



### Dial In

**DIAMETER:** 15

**FINISHES:** Matte Grey (shown), Gloss Gold, Gloss Black, Gloss White

**BOLT PATTERNS:** 4x100

**APPLICATIONS:** Flow formed; applications for 4x100 only; available in 15x7, 15x8, and 15x9. Extremely light weight.

**WHEEL TYPE:** One piece



### Integram

**DIAMETER:** 17, 18, 19

**FINISHES:** Matte Black (shown), Matte Graphite

**BOLT PATTERNS:** 5x100, 5x114.3, 5x120

**APPLICATIONS:** Flow formed; applications for front-wheel drive, rear-wheel drive, all-wheel drive, and staggered applications; special fitments for EVO/350Z


**WHEEL TYPE:** One piece



# #KÖNIG WHEELS



 **MILLIGRAM** 18x10 ET25  
MATTE BLACK WITH MACHINED UNDERCUT

 **CONTROL**

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### Control

**DIAMETER:** 14, 15, 16, 17, 18  
**FINISHES:** Silver (shown), Black  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x110, 5x114.3, 5x115  
**APPLICATIONS:** Applications for most popular passenger vehicles  
**WHEEL TYPE:** One piece



### Oversteer

**DIAMETER:** 16, 17, 18, 19, 20  
**FINISHES:** Opel (shown), Gloss Black, Gloss White  
**BOLT PATTERNS:** 5x100, 5x108, 5x112, 5x114.3, 5x120  
**APPLICATIONS:** Applications for front-wheel drive, rear-wheel drive, all-wheel drive, and staggered applications; special 18x9 et22 fitments for EVO/250Z  
**WHEEL TYPE:** One piece



### Centigram

**DIAMETER:** 19  
**FINISHES:** Matte Black with machined PCO, Gold with machined PCO (shown)  
**BOLT PATTERNS:** 5x114.3  
**APPLICATIONS:** Flow formed, applications for front-wheel drive, rear-wheel drive, rear-wheel drive, and staggered applications  
**WHEEL TYPE:** One piece



### Milligram

**DIAMETER:** 18  
**FINISHES:** Matte Black with machined undercut (shown), Gold with machined undercut  
**BOLT PATTERNS:** 5x114.3  
**APPLICATIONS:** Flow formed, applications for front-wheel drive, rear-wheel drive, all-wheel drive, and staggered applications  
**WHEEL TYPE:** One piece



### Torch

**DIAMETER:** 17, 18, 19  
**FINISHES:** Silver with ball-cut machined accents (shown), Matte Black with ball-cut machined accents  
**BOLT PATTERNS:** 4x100, 5x100, 5x114.3  
**APPLICATIONS:** Applications for front-wheel drive, rear-wheel drive, all-wheel drive, and staggered applications  
**WHEEL TYPE:** One piece



### Backbone

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Matte Black  
**BOLT PATTERNS:** 4x100, 5x100, 5x114.3  
**APPLICATIONS:** Applications for most popular applications  
**WHEEL TYPE:** One piece



### Deception

**DIAMETER:** 17, 18  
**FINISHES:** Matte Black ball-cut machined spokes  
**BOLT PATTERNS:** 4x100, 5x100, 5x114.3, 5x120  
**APPLICATIONS:** Applications for front-wheel drive, rear-wheel drive, all-wheel drive; special application for EVO IN 18x9  
**WHEEL TYPE:** One piece



### Illusion

**DIAMETER:** 15, 17, 18, 19  
**FINISHES:** Gloss Black with ball-cut Blue spokes (shown), Gloss Black with ball-cut Red spokes, Gloss Black with ball-cut machined spokes  
**BOLT PATTERNS:** 4x100, 5x100, 5x110, 5x112, 5x114.3  
**APPLICATIONS:** Applications for most popular passenger vehicles  
**WHEEL TYPE:** One piece



### Z-In

**DIAMETER:** 14, 15, 16, 17, 18  
**FINISHES:** Matte Black with machined face and red undercut  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x110, 5x114.3, 5x115  
**APPLICATIONS:** Applications for most popular passenger vehicles; special fitments for EVO/STI 18x9.5 ET 25/45  
**WHEEL TYPE:** One piece



# MAXXIM



## Maze

Silver w/ Machine Face, Gloss Black w/ Red Stripe  
15x6.5, 16x7, 17x7



## Winner

Silver  
14x6, 15x6.5, 16x7, 17x7, 18x8

## Chance

Gloss Black w/ Machine Face & Lip  
15x6.5, 16x7, 17x7





### Champion

**DIAMETER:** 15, 16, 17  
**FINISHES:** Black with machined lip  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x110, 5x114.3, 5x115  
**APPLICATIONS:** Applications for most popular passenger vehicles  
**WHEEL TYPE:** One piece



### Winner

**DIAMETER:** 14, 15, 16, 17, 18  
**FINISHES:** Silver  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x114.3, 5x115  
**APPLICATIONS:** Applications for most popular passenger vehicles  
**WHEEL TYPE:** One piece



### Maze

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Black with red stripe and Silver with machine face  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x110, 5x114.3, 5x115  
**APPLICATIONS:** Applications for most popular passenger vehicles  
**WHEEL TYPE:** One piece



### Chance

**DIAMETER:** 15, 16, 17  
**FINISHES:** Gloss Black with machine lip and face  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x110, 5x112, 5x114.3, 5x115  
**APPLICATIONS:** Applications for most popular passenger vehicles  
**WHEEL TYPE:** One piece



### Allegro

**DIAMETER:** 16, 17, 18  
**FINISHES:** Graphite with machined face  
**BOLT PATTERNS:** 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x120  
**APPLICATIONS:** Applications for most popular passenger vehicles  
**WHEEL TYPE:** One piece



### Maze

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Black with red stripe and full Silver machined face  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x110, 5x114.3, 5x115  
**APPLICATIONS:** Applications for most popular passenger vehicles  
**WHEEL TYPE:** One piece



### Ferris

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Gloss Black with machine face  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x110, 5x114.3, 5x115  
**APPLICATIONS:** Applications for most popular passenger vehicles  
**WHEEL TYPE:** One piece



### Knight

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Gloss Black with machine lip  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x110, 5x114.3, 5x115  
**APPLICATIONS:** Applications for most popular passenger vehicles  
**WHEEL TYPE:** One piece



### Air

**DIAMETER:** 15  
**FINISHES:** Matte Black (shown), Graphite with machine face  
**BOLT PATTERNS:** 4x100  
**APPLICATIONS:** Applications for most popular passenger vehicles  
**WHEEL TYPE:** One piece



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### Alpina

DIAMETER: 15, 16, 17, 18  
FINISHES: Black machined  
BOLT PATTERNS: 5x100, 5x110, 5x112, 5x114.3, 5x115, 5x120  
APPLICATIONS: Sport compact, import tuner, and European passenger cars  
WHEEL TYPE: One piece



### Alpina

DIAMETER: 15, 16, 17, 18  
FINISHES: Charcoal machined  
BOLT PATTERNS: 5x100, 5x110, 5x112, 5x114.3, 5x115, 5x120  
APPLICATIONS: Sport compact, import tuner, and European passenger cars  
WHEEL TYPE: One piece



### 14

DIAMETER: 15, 16, 17  
FINISHES: Matte Black  
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115  
APPLICATIONS: Sport compact, import tuner, and European passenger cars  
WHEEL TYPE: One piece



### Battle

DIAMETER: 17, 18  
FINISHES: Matte Bronze and Matte Black  
BOLT PATTERNS: 5x114.3  
APPLICATIONS: Import tuner  
WHEEL TYPE: One piece



### Battle

DIAMETER: 17, 18  
FINISHES: Matte Gunmetal  
BOLT PATTERNS: 5x114.3  
APPLICATIONS: Import tuner  
WHEEL TYPE: One piece



### 14

DIAMETER: 15, 16, 17  
FINISHES: Silver  
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115  
APPLICATIONS: Sport compact, import tuner and European passenger cars  
WHEEL TYPE: One piece



### Lovan

DIAMETER: 15, 16, 17, 18  
FINISHES: Black machined  
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x110, 5x114.3, 5x115  
APPLICATIONS: Domestic, sport compact, import tuner and European passenger cars  
WHEEL TYPE: One piece



### Interline

DIAMETER: 15, 16, 17, 18  
FINISHES: Gunmetal machined  
BOLT PATTERNS: 4x100, 5x114.3  
APPLICATIONS: Sport compact and import tuner passenger cars  
WHEEL TYPE: One piece



### Icon

DIAMETER: 15, 16, 17, 18  
FINISHES: Gloss Black machined  
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x110, 5x114.3, 5x115  
APPLICATIONS: Sport compact, import tuner and European passenger cars  
WHEEL TYPE: One piece





### Old School

**DIAMETER:** 15, 17, 18, 20  
**FINISHES:** Gunmetal machined and chrome  
**BOLT PATTERNS:** 5x114.3, 5x120.65, 5x127  
**APPLICATIONS:** Domestic muscle, hot rod and truck  
**WHEEL TYPE:** One piece



### Mesh X

**DIAMETER:** 14, 15, 16, 17  
**FINISHES:** Silver machined  
**BOLT PATTERNS:** 4x100, 5x100, 5x114.3  
**APPLICATIONS:** Sport compact and import tuner passenger cars  
**WHEEL TYPE:** One piece



### Turbo

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Gloss Black machined  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x110, 5x114.3, 5x115  
**APPLICATIONS:** Sport compact, import tuner, and European passenger cars  
**WHEEL TYPE:** One piece



### Sprite

**DIAMETER:** 14, 15, 16, 17  
**FINISHES:** Silver machined  
**BOLT PATTERNS:** 4x100, 4x114.3, 5x100, 5x108, 5x114.3, 5x115  
**APPLICATIONS:** Sport compact, import tuner, and European passenger cars  
**WHEEL TYPE:** One piece



### Weapon

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Gunmetal  
**BOLT PATTERNS:** 4x100, 5x100, 5x114.3  
**APPLICATIONS:** Sport compact and import tuner passenger cars  
**WHEEL TYPE:** One piece



### Weapon

**DIAMETER:** 16, 17, 18  
**FINISHES:** Bronze  
**BOLT PATTERNS:** 4x100, 5x100, 5x114.3  
**APPLICATIONS:** Sport compact and import tuner passenger cars  
**WHEEL TYPE:** One piece



### Vector

**DIAMETER:** 14, 15, 16, 17, 18  
**FINISHES:** Anthracite machined  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x110, 5x112, 5x114.3, 5x115  
**APPLICATIONS:** Sport compact, import tuner, and European passenger cars  
**WHEEL TYPE:** One piece



### Twist

**DIAMETER:** 14, 15, 16, 17, 18  
**FINISHES:** Gunmetal machined  
**BOLT PATTERNS:** 4x100, 5x114.3  
**APPLICATIONS:** Sport compact and import tuner passenger cars  
**WHEEL TYPE:** One piece





### Chaos 5

DIAMETER: 15, 16, 17, 18, 20  
FINISHES: Matte Black machined  
BOLT PATTERNS: 5x114.3, 5x120.65, 5x127, 5x135, 5x139.7, 5x150  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Chaos 5

DIAMETER: 15, 16, 17, 18, 20  
FINISHES: Silver machined  
BOLT PATTERNS: 5x114.3, 5x120.65, 5x127, 5x135, 5x139.7, 5x150  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Chaos 5

DIAMETER: 17, 18, 20  
FINISHES: Chrome  
BOLT PATTERNS: 5x127, 5x139.7, 5x150  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Chaos 6

DIAMETER: 15, 16, 17, 18, 20  
FINISHES: Matte Black machined  
BOLT PATTERNS: 6x114.3, 6x135, 6x139.7  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Chaos 6

DIAMETER: 15, 16, 17, 18, 20  
FINISHES: Silver machined  
BOLT PATTERNS: 6x114.3, 6x135, 6x139.7  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Chaos 6

DIAMETER: 16, 17, 18, 20  
FINISHES: Chrome  
BOLT PATTERNS: 6x135, 6x139.7  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Chaos 8

DIAMETER: 16, 17  
FINISHES: Matte Black machined  
BOLT PATTERNS: 8x165.1, 8x170  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Chaos 8

DIAMETER: 16, 17  
FINISHES: Silver machined  
BOLT PATTERNS: 8x165.1, 8x170  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



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### R5

DIAMETER: 14, 15, 16, 17

FINISHES: Silver

BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x110, 5x114.3, 5x115

APPLICATIONS: Domestic and import passenger vehicles

WHEEL TYPE: One piece



### R5

DIAMETER: 14, 15, 16, 17

FINISHES: Matte Black

BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x110, 5x114.3, 5x115

APPLICATIONS: Domestic and import passenger vehicles

WHEEL TYPE: One piece



### R10

DIAMETER: 15, 16, 17

FINISHES: Silver

BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x110, 5x114.3, 5x115

APPLICATIONS: Domestic and import passenger vehicles

WHEEL TYPE: One piece



### R20

DIAMETER: 15, 16, 17, 18

FINISHES: Matte Black

BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x110, 5x114.3, 5x115

APPLICATIONS: Domestic and import passenger vehicles

WHEEL TYPE: One piece



### R20

DIAMETER: 15, 16, 17, 18

FINISHES: Silver

BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x110, 5x114.3, 5x115

APPLICATIONS: Domestic and import passenger vehicles

WHEEL TYPE: One piece



### R10

DIAMETER: 15, 16, 17

FINISHES: Matte Black

BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x110, 5x114.3, 5x115

APPLICATIONS: Domestic and import passenger vehicles

WHEEL TYPE: One piece





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GRIP 16



ROKU 18



P1R 18



MXR 18



PWR 18|19|20



TITAN 17|18



SS10 17|18







### Grip

**DIAMETER:** 16  
**FINISHES:** Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue  
**BOLT PATTERNS:** 4x100  
**WHEEL TYPE:** One piece



### Kensei

**DIAMETER:** 15, 18  
**FINISHES:** Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished  
**BOLT PATTERNS:** 4x100, 4x108, 4x110, 4x114.3, 5x100, 5x114.3  
**WHEEL TYPE:** One piece



### P1R

**DIAMETER:** 18  
**FINISHES:** Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished  
**BOLT PATTERNS:** 5x100, 5x108, 5x112, 5x114.3, 5x120  
**WHEEL TYPE:** One piece



### Recce

**DIAMETER:** 17  
**FINISHES:** Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished  
**BOLT PATTERNS:** 5x100, 5x108, 5x114.3  
**WHEEL TYPE:** One piece



### MXR

**DIAMETER:** 18  
**FINISHES:** Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished  
**BOLT PATTERNS:** 5x100, 5x108, 5x112, 5x114.3, 5x120  
**WHEEL TYPE:** One piece



### Roku

**DIAMETER:** 18  
**FINISHES:** Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished  
**BOLT PATTERNS:** 5x100, 5x108, 5x114.3  
**WHEEL TYPE:** One piece



### Titan

**DIAMETER:** 17, 18  
**FINISHES:** Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished  
**BOLT PATTERNS:** 5x100, 5x108, 5x114.3  
**WHEEL TYPE:** One piece



### Wired

**DIAMETER:** 15  
**FINISHES:** Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished  
**BOLT PATTERNS:** 4x100, 4x108, 4x110, 4x114.3  
**WHEEL TYPE:** One piece



### X04

**DIAMETER:** 15  
**FINISHES:** Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished  
**BOLT PATTERNS:** 4x100, 4x114.3  
**WHEEL TYPE:** One piece



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### BM13

**DIAMETER:** 19, 20, 22

**FINISHES:** Brushed Silver, Machined Black, Matte Black, Brushed Double Dark Tint, Brushed Gold, Brushed Teal, Brushed Red, and custom options

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

**APPLICATIONS:** Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

**WHEEL TYPE:** One piece



### BM12

**DIAMETER:** 19, 20, 22

**FINISHES:** Matte Black, Machined Black, Brushed Silver, Brushed Red, Brushed Teal, Brushed Gold, Brushed Double Dark Tint, and custom options

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

**APPLICATIONS:** Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

**WHEEL TYPE:** One piece



### BM11

**DIAMETER:** 19, 20, 22

**FINISHES:** Matte Black, Machined Black, Brushed Silver, Brushed Red, Brushed Bronze, Brushed Gold, Brushed Double Dark Tint, and custom options

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

**APPLICATIONS:** Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

**WHEEL TYPE:** One piece



### BM13

**DIAMETER:** 19, 20, 22

**FINISHES:** Brushed Silver, Machined Black, Matte Black, Brushed Double Dark Tint, Brushed Gold, Brushed Teal, Brushed Red, and custom options

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

**APPLICATIONS:** Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

**WHEEL TYPE:** One piece



### BM12

**DIAMETER:** 19, 20, 22

**FINISHES:** Matte Black, Machined Black, Brushed Silver, Brushed Red, Brushed Teal, Brushed Gold, Brushed Double Dark Tint, and custom options

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

**APPLICATIONS:** Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

**WHEEL TYPE:** One piece



### BM11

**DIAMETER:** 19, 20, 22

**FINISHES:** Matte Black, Machined Black, Brushed Silver, Brushed Red, Brushed Bronze, Brushed Gold, Brushed Double Dark Tint, and custom options

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

**APPLICATIONS:** Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

**WHEEL TYPE:** One piece



### BM13

**DIAMETER:** 19, 20, 22

**FINISHES:** Brushed Silver, Machined Black, Matte Black, Brushed Double Dark Tint, Brushed Gold, Brushed Teal, Brushed Red, and custom options

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

**APPLICATIONS:** Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

**WHEEL TYPE:** One piece



### BM12

**DIAMETER:** 19, 20, 22

**FINISHES:** Matte Black, Machined Black, Brushed Silver, Brushed Red, Brushed Teal, Brushed Gold, Brushed Double Dark Tint, and custom options

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

**APPLICATIONS:** Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

**WHEEL TYPE:** One piece



### BM11

**DIAMETER:** 19, 20, 22

**FINISHES:** Brushed Silver, Machined Black, Matte Black, Brushed Double Dark Tint, Brushed Gold, Brushed Bronze, Brushed Red, and custom options

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

**APPLICATIONS:** Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

**WHEEL TYPE:** One piece





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### ANDROS R9

DIAMETER: 17, 18  
FINISHES: Machined with Light Grey accent  
BOLT PATTERNS: 5x112, 5x114.3  
WHEEL TYPE: One piece



### ASA GT12

DIAMETER: 17, 18  
FINISHES: Machined with Anthracite accent, Titanium Gunmetal  
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3  
WHEEL TYPE: One piece



### Axis Sport XM

DIAMETER: 17, 18  
FINISHES: Black painted, Matte Silver painted, Matte Graphite Silver  
BOLT PATTERNS: 5x100, 5x112, 5x114.3  
WHEEL TYPE: One piece



### Enkei Performance Series YS5

DIAMETER: 15, 16, 17, 18  
FINISHES: Gunmetal painted, Hyper Black, Black painted  
BOLT PATTERNS: 4x100, 5x100, 5x108, 5x112, 5x114.3, 5x120  
WHEEL TYPE: One piece



### Enkei Tuning Series TS9

DIAMETER: 17, 18  
FINISHES: Platinum Grey, Matte Silver painted, Black painted  
BOLT PATTERNS: 5x100, 5x108, 5x110, 5x112, 5x114.3  
WHEEL TYPE: One piece



### Enkei Tuning Series TX5

DIAMETER: 17, 18  
FINISHES: Black painted, Platinum Grey  
BOLT PATTERNS: 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x120  
WHEEL TYPE: One piece



### Kosei K8R

DIAMETER: 15, 17  
FINISHES: Light Grey painted, Silver painted  
BOLT PATTERNS: 4x100, 4x108, 5x100, 5x112, 5x114.3, 5x120  
WHEEL TYPE: One piece



### MSW Type 27

DIAMETER: 17, 18  
FINISHES: Machined with Black accent, Black painted  
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120  
WHEEL TYPE: One piece

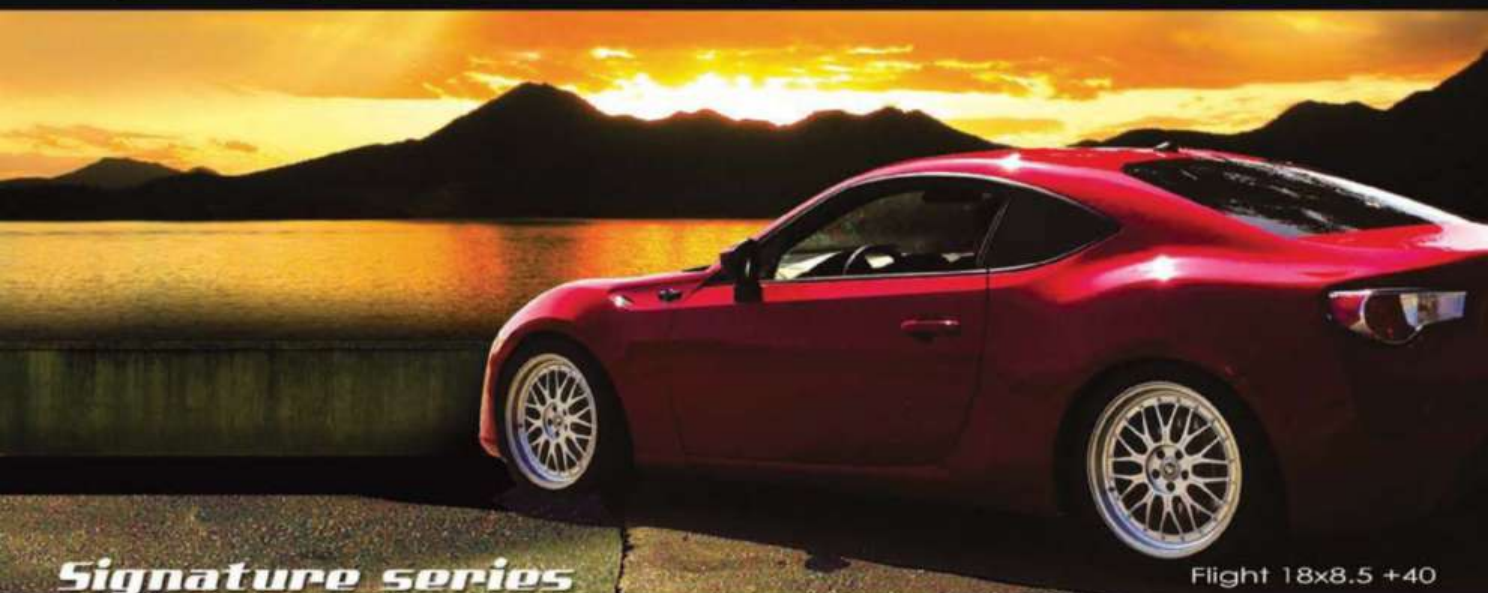


### Sparco Assetto Gara

DIAMETER: 14, 15, 16, 17, 18  
FINISHES: White painted, Matte Graphite Silver, Red, Orange, Green, Black, Bronze, Gold, Fuchsia, Purple  
BOLT PATTERNS: 4x100, 4x108, 5x100, 5x105, 5x108, 5x112, 5x114.3, 5x120  
WHEEL TYPE: One piece



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## Apex

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Hyper Silver  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Import/domestic  
**WHEEL TYPE:** One piece



## Spira

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Silver  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Import/domestic  
**WHEEL TYPE:** One piece



## Spin

**DIAMETER:** 18  
**FINISHES:** Silver  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Import/domestic  
**WHEEL TYPE:** One piece



## Boulder

**DIAMETER:** 17, 18  
**FINISHES:** Hyper Silver  
**BOLT PATTERNS:** 5x127, 5x139.7, 5x150, 6x114.3, 6x132, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Import/domestic SUV/truck  
**WHEEL TYPE:** One piece



## Ravine

**DIAMETER:** 17, 18  
**FINISHES:** Hyper Silver  
**BOLT PATTERNS:** 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Import/domestic truck/SUV  
**WHEEL TYPE:** One piece



## Neptune

**DIAMETER:** 17  
**FINISHES:** Hyper Silver  
**BOLT PATTERNS:** 5x100, 5x110, 5x112, 5x114.3, 5x120  
**APPLICATIONS:** Import/domestic  
**WHEEL TYPE:** One piece



## Spyder

**DIAMETER:** 16, 17  
**FINISHES:** Hyper Silver  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Import/domestic  
**WHEEL TYPE:** One piece



## Borzo

**DIAMETER:** 17  
**FINISHES:** Hyper Silver  
**BOLT PATTERNS:** 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x120  
**APPLICATIONS:** Import/domestic  
**WHEEL TYPE:** One piece



## Momentum

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Hyper Silver  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115  
**APPLICATIONS:** Import/domestic  
**WHEEL TYPE:** One piece



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### DY37C

DIAMETER: 18  
FINISHES: Machined face/stainless step lip  
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x130  
APPLICATIONS: Import and domestic vehicles  
WHEEL TYPE: One piece



### DY37C

DIAMETER: 18  
FINISHES: Matte black with stainless step lip  
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65  
APPLICATIONS: Import and domestic  
WHEEL TYPE: One piece



### Champion

DIAMETER: 18  
FINISHES: Silver/stainless step lip  
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x115, 5x120  
APPLICATIONS: Import and domestic  
WHEEL TYPE: One piece



### Champion

DIAMETER: 18  
FINISHES: Bronze/stainless step lip  
BOLT PATTERNS: 5x100, 5x114.3  
APPLICATIONS: Most imports  
WHEEL TYPE: One piece



### D12C

DIAMETER: 18  
FINISHES: Black with machined accents  
BOLT PATTERNS: 5x100, 5x114.3  
APPLICATIONS: Imports  
WHEEL TYPE: One piece



### D12C

DIAMETER: 18  
FINISHES: Gunmetal ball cut finish  
BOLT PATTERNS: 5x100, 5x114.3  
APPLICATIONS: Imports  
WHEEL TYPE: One piece



### D5C

DIAMETER: 18  
FINISHES: Matte Black/stainless step lip  
BOLT PATTERNS: 5x100, 5x114.3  
APPLICATIONS: Import and domestic  
WHEEL TYPE: One piece



### D5C

DIAMETER: 18  
FINISHES: Matte Black/Gloss Gunmetal lip  
BOLT PATTERNS: 5x100, 5x114.3  
APPLICATIONS: Import  
WHEEL TYPE: One piece



### D77C

DIAMETER: 20  
FINISHES: Black with CNC accents/stainless lip  
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120  
APPLICATIONS: Import and domestic  
WHEEL TYPE: One piece



# INVICT





# TUS-Z

The evolution continues

**L**exani has long been known for introducing radical new wheels, and this time around the company just released a new wheel called the Invictus-Z. This new wheel employs an array of trendsetting stand-alone characteristics that take personalized customization, extreme big brake clearance, and deep lip allure on a jaw-dropping journey. It's skillfully designed and engineered to achieve massive brake caliper and rotor clearance yet still perfectly fit today's extraordinarily high offset sport and luxury vehicles as only Lexani can do. Formulated from lightweight aluminum alloy, these length, tipped, concave, spoked stunners act as eye magnets perched in front of cavernous 5-inch-deep outer rim lips.

Traditionally, Lexani innovation has always been on the forefront when it comes to custom wheel design and styling. Leading the way once again, Lexani launches its revolutionary new Invictus-Z with removable accent spoke tips. Each spoke accent tip can be removed, allowing individual enthusiasts to apply custom colors in combinations as they see fit. It's a fully customizable wheel with plenty of options, so give them a call or visit them online at [lexani.com](http://lexani.com). **UW TG**





# TRUE TO FORM

**R**otiform launches new wheel styles and shares its suggested mild-to-wild fitments for your Audi.

A wheel isn't just a wheel. It's an extension of your personality, style, and pocketbook. Much like a Rolex doesn't compare to a Timex, wheels are a fashion statement that can make or break your car. Ask any purist who's truly into the wheel game and they'll tell you firsthand that there really is a difference.

Rotiform has long been making noise and creating waves, but now the company is back with some new styles that are sure to please. Remember, wheels are much more than just tire holders. They're the one mod on your car that gives it character and connection and the only mod to evoke emotion and attitude. For us to explain these new wheels by Rotiform would be an absolute waste of time, so enjoy the visuals and see which styles best suit your taste. **UWTG**







# TRUE TO FORM

Model Line	Chassis	Years	Body Type	Bolt Pattern	OEM Lug Pattern	Center Bore	Semi-Aggressive Width and ET F/R	Aggressive Width and ET F/R
A3	8P	2003-2013	five-door hatch	5x112 mm	14 mm x 1.5	57.1 mm	18 x 8.5" et45/18 x 8.5" et45	19 x 8.5" et45/19 x 8.5" et43
	8V	2014-current	sedan	5x112 mm	14 mm x 1.5	57.1 mm	19 x 8.5" et45/19 x 8.5" et45	19 x 9.0" et39/19 x 9.0" et39
A4/S4	B5	1997-2001	sedan/wagon	5x112 mm	14 mm x 1.5	57.1 mm	18 x 8.5" et35/18 x 8.5" et35	19 x 9.0" et38/19 x 9.5" et38
	B6/B7	2002-2008	sedan/wagon	5x112 mm	14 mm x 1.5	57.1 mm	18 x 8.5" et35/18 x 8.5" et35	19 x 9" et35/19 x 10" et 38
	B8	2009-current	sedan/wagon	5x112 mm	14 mm x 1.5	66.56 mm	20 x 9.5" et38/20 x 9.5" et38	20 x 10" et35/20 x 11" et40
RS4	B7	2006-2008	sedan	5x112 mm	14 mm x 1.5	57.1 mm	19 x 10" et29/19 x 10" et29	19 x 10" et25/19 x 11" et29
A6/S6	C5 A6	1997-2004	sedan/wagon	5x112 mm	14 mm x 1.5	57.1 mm	18 x 8.5" et35/18 x 8.5" et35	19 x 9.0" et38/19 x 9.5" et38
	C5 S6/RS6	1999-2003	sedan/wagon	5x112 mm	14 mm x 1.5	57.1 mm	19 x 10" et35/19 x 10" et35	19 x 10" et30/19 x 11" et30
	C6 A6	2004-2011	sedan/wagon	5x112 mm	14 mm x 1.5	57.1 mm	19 x 8.5" et45/19 x 8.5" et45	20 x 9 et40/20 x 9 et40
	C7	2012-current	sedan	5x112 mm	14 mm x 1.5	66.56 mm	20 x 8.5" et35/20 x 8.5" et35	20 x 10" et35/20 x 10" et35
TT	8N	2000-2006	two-door coupe	5x100 mm	14 mm x 1.5	57.1 mm	18 x 8.5" et30/18 x 8.5" et30	18 x 8.5" et30/18 x 9.5" et35
	8J	2006-current	two-door coupe	5x112 mm	14 mm x 1.5	57.1 mm	19 x 8.5" et45/19 x 8.5" et45	19 x 9.0" et38/19 x 9.5" et38
A5/S5	8T	2007-current	two-door coupe	5x112 mm	14 mm x 1.5	66.56 mm	20 x 9" et30/20 x 9" et30	20 x 10" et35/20 x 11" et38
A7/S7	C7	2012-current	sedan	5x112 mm	14 mm x 1.5	66.56 mm	20 x 8.5" et35/20 x 8.5" et35	20 x 10" et30/20 x 10" et30
A8	D2	1994-2002	four-door sedan	5x112 mm	14 mm x 1.5	57.1 mm	19 x 8.5" et35/19 x 8.5" et35	19 x 10" et35/19 x 10" et30
	D3	2003-2009	four-door sedan	5x112 mm	14 mm x 1.5	57.1 mm	20 x 9" et40/20 x 9" et40	21 x 10.5" et38/21 x 10.5" et38
R8	Type42	2006-current	two-door coupe	5x112 mm	14 mm x 1.5	57.1 mm	20 x 9" et46/20 x 11" et45	20 x 9.5" et48/20 x 11.5" et48
Q5	8R	2006-current	Small SUV	5x112 mm	14 mm x 1.5	66.56 mm	20 x 9" et32/20 x 9" et32	21 x 10.5" et28/21 x 10.5" et28
Q7	4L	2005-current	SUV	5x130 mm	14 mm x 1.5	71.6 mm	21 x 10.5" et52/21 x 10.5" et52	24 x 10.5" et50/24 x 10.5" et50







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## FI-R

**DIAMETER:** 19, 20  
**FINISHES:** Platinum Silver, Satin Black, Ceramic Polish (Select Custom)  
**BOLT PATTERNS:** 5x130, 5x120 in summer 2015)  
**APPLICATIONS:** Porsche, (BMW in summer 2015)  
**WHEEL TYPE:** One piece forged



## CI-R

**DIAMETER:** 20  
**FINISHES:** Platinum Silver  
**BOLT PATTERNS:** 5x112, 5x114.3, 5x120  
**APPLICATIONS:** Audi, BMW, Chevy, Camaro, Honda, Hyundai, Kia, Lexus, Mazda, Mercedes, Nissan, Tesla, Toyota, Volkswagen  
**WHEEL TYPE:** One piece flow formed



## CH-R II

**DIAMETER:** 21  
**FINISHES:** Satin Black, Platinum  
**BOLT PATTERNS:** 5x112, 5x120, 5x130  
**APPLICATIONS:** Audi, BMW, Chevy, Camaro, Mercedes, Porsche, Tesla, Volkswagen  
**WHEEL TYPE:** Two piece flow formed



## CH-R

**DIAMETER:** 18, 19, 20  
**FINISHES:** Silver, Titanium, Satin Black  
**BOLT PATTERNS:** 5x100, 5x108, 5x112, 5x114.3, 5x115, 5x120, 5x130  
**APPLICATIONS:** Audi, BMW, Cadillac CTS, Camaro, Chrysler, Ford, Honda, Hyundai, Jaguar, Kia, Lexus, Mazda, Mercedes, Mitsubishi, Nissan, Porsche, Suzuki, Toyota, Volkswagen, Volvo  
**WHEEL TYPE:** One piece flow formed



## SR

**DIAMETER:** 16, 17, 18, 19  
**FINISHES:** Volcano Grey with diamond-cut face, Satin Himalaya Grey  
**BOLT PATTERNS:** 5x100, 5x108, 5x112, 5x114.3, 5x115, 5x120, 5x130  
**APPLICATIONS:** Audi, BMW, Chevrolet, Ford, Honda, Hyundai, Kia, Land Rover, Lexus, Mazda, Mercedes, Mini, Mitsubishi, Nissan, Porsche, Suzuki, Toyota, Volkswagen, Volvo  
**WHEEL TYPE:** One piece



## LM

**DIAMETER:** 17, 18, 19, 20  
**FINISHES:** Silver Center with diamond-cut outer rim, Diamond Black center with diamond-cut outer rim  
**BOLT PATTERNS:** 4x100, 5x108, 5x112, 5x114.3, 5x120, 5x130  
**APPLICATIONS:** Acura, Audi, BMW, Honda, Infinity, Lexus, Mazda, Mercedes, Porsche, Toyota, Volkswagen  
**WHEEL TYPE:** Two piece forged



## XA

**DIAMETER:** 18, 19, 20  
**FINISHES:** Platinum, Black with machined face  
**BOLT PATTERNS:** 5x100, 5x112, 5x114.3, 5x120  
**APPLICATIONS:** Audi, BMW, Ford, Honda, Hyundai, Jaguar, Kia, Land Rover, Lexus, Mazda, Mercedes, Nissan, Seat, Suzuki, Toyota, Volkswagen  
**WHEEL TYPE:** One piece



## SV

**DIAMETER:** 19, 20, 22  
**FINISHES:** Titanium, Black with diamond-cut face  
**BOLT PATTERNS:** 5x100, 5x112, 5x120, 5x130  
**APPLICATIONS:** Audi Q7, BMW X3, X5, X5M, X6, Land Rover Evoque, Mercedes ML, GL, GLK, Volkswagen  
**WHEEL TYPE:** One piece flow formed



## RD-Truck

**DIAMETER:** 20, 22  
**FINISHES:** Silver with polished lip  
**BOLT PATTERNS:** 6x139.7  
**APPLICATIONS:** Chevy trucks, GMC trucks, Nissan Armada  
**WHEEL TYPE:** One piece



# B FORGED

## MODULAR PERFORMANCE WHEELS



3

### THREE PIECE/MODULAR CONSTRUCTION

- Forged 6061-T6 Billet Aluminum
- Spun 6000 Series Rim Halves for Optimum Strength & Trueness

25

### TWENTY FIVE CENTER FINISH OPTIONS

- Select from a Premium Powder Coated Finish, Award Winning Polish or Triple Chrome Plating

23

### TWENTY THREE OUTER RIM FINISH OPTIONS

- Personalize & Make a Statement From our Extensive Palette of Options

6

### SIX CENTER PROFILE OPTIONS

1. Contoured Face
2. Contoured Face Extreme
3. Concave Shallow
4. Concave Shallow Extreme
5. Concave Deep
6. Concave Deep Extreme

24

### TWENTY FOUR STYLES

Cutting Edge Style comes from Innovation. We understand your Vehicle is an Extension of your Personality. Make a Statement with a set of B-Forged Wheels

3

### THREE HARDWARE OPTIONS

- Proprietary ARP Stainless Fasteners In Brushed Stainless Finish or with the option to Color Match
- Blind Bolt Option-Hidden Fasteners for a clean look

30

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### 530

**DIAMETER:** 18, 19, 20, 21, 22

**FINISHES:** Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit [bforgedwheels.com](http://bforgedwheels.com) for the latest.

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

**APPLICATIONS:** Luxury performance, modern muscle, classic muscle, pro touring

**WHEEL TYPE:** Three piece



### 600

**DIAMETER:** 18, 19, 20, 21, 22, 24, 26

**FINISHES:** Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit [bforgedwheels.com](http://bforgedwheels.com) for the latest.

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

**APPLICATIONS:** Luxury/exotic, modern muscle, classic muscle, pro touring

**WHEEL TYPE:** Three piece



### 180

**DIAMETER:** 18, 19, 20, 21, 22

**FINISHES:** Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit [bforgedwheels.com](http://bforgedwheels.com) for the latest.

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

**APPLICATIONS:** Luxury/exotic, modern muscle, classic muscle, pro touring

**WHEEL TYPE:** Three piece



### 200

**DIAMETER:** 18, 19, 20, 21, 22, 23, 24, 26

**FINISHES:** Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit [bforgedwheels.com](http://bforgedwheels.com) for the latest.

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

**APPLICATIONS:** Luxury/exotic, modern muscle, classic muscle, pro touring

**WHEEL TYPE:** Three piece



### 266

**DIAMETER:** 18, 19, 20, 21, 22

**FINISHES:** Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit [bforgedwheels.com](http://bforgedwheels.com) for the latest.

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

**APPLICATIONS:** Luxury/exotic, modern muscle, classic muscle, pro touring

**WHEEL TYPE:** Three piece



### 570

**DIAMETER:** 18, 19, 20, 21, 22, 23, 24, 26

**FINISHES:** Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit [bforgedwheels.com](http://bforgedwheels.com) for the latest.

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

**APPLICATIONS:** Luxury/exotic, modern muscle, classic muscle, pro touring

**WHEEL TYPE:** Three piece



### 650

**DIAMETER:** 18, 19, 20, 21, 22

**FINISHES:** Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit [bforgedwheels.com](http://bforgedwheels.com) for the latest.

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

**APPLICATIONS:** Luxury/exotic, modern muscle, classic muscle, pro touring

**WHEEL TYPE:** Three piece



### 500

**DIAMETER:** 18, 19, 20, 21, 22, 23, 24, 26

**FINISHES:** Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit [bforgedwheels.com](http://bforgedwheels.com) for the latest.

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

**APPLICATIONS:** Luxury/exotic, modern muscle, classic muscle, pro touring

**WHEEL TYPE:** Three piece



### 710

**DIAMETER:** 18, 19, 20, 21, 22

**FINISHES:** Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit [bforgedwheels.com](http://bforgedwheels.com) for the latest.

**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

**APPLICATIONS:** Luxury/exotic, modern muscle, classic muscle, pro touring

**WHEEL TYPE:** Three piece





[www.bd-wheels.com](http://www.bd-wheels.com)

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## BD-3

DIAMETER: 19, 20, 22

FINISHES: Matte Graphite/Matte Graphite with machined face/Silver with polished face

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



## BD-8

DIAMETER: 20, 22

FINISHES: Silver with polished face/Matte Black with gloss-black lip

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



## BD-9

DIAMETER: 22, 24

FINISHES: Matte Graphite/Matte Graphite with machined face/Silver with polished face/Full Black, Black with machined

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



## BD-3

DIAMETER: 19, 20, 22

FINISHES: Matte Graphite/Matte Graphite with machined face/Silver with polished face

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



## BD-8

DIAMETER: 20, 22

FINISHES: Silver with polished face/Matte Black with gloss-black lip

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



## BD-9

DIAMETER: 22, 24

FINISHES: Matte Graphite/Matte Graphite with machined face/Silver with polished face/Full Black, Black with machined

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



## BD-1

DIAMETER: 20, 22

FINISHES: Matte Graphite/Matte Graphite with machined face/Silver with polished face/Semi-Matte Black

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



## BD-2

DIAMETER: 20, 22

FINISHES: Matte Graphite with machined face/Matte Graphite/Matte Black with machined face/Silver with polished face

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



## BD-6

DIAMETER: 20, 22

FINISHES: Matte Graphite with machined face/Semi-Matte Black/Silver with polished face/Matte Graphite

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



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### CS-10

**DIAMETER:** 20  
**FINISHES:** Matte Gunmetal chrome lip, Matte Silver machined chrome lip, Matte Black machined Gloss Black lip  
**BOLT PATTERNS:** 5x112, 5x114.3, 5x115, 5x120  
**WHEEL TYPE:** One piece



### CS-20

**DIAMETER:** 20  
**FINISHES:** Silver machined chrome lip  
**BOLT PATTERNS:** 5x112, 5x114.3, 5x115, 5x120  
**WHEEL TYPE:** One piece



### CS-16

**DIAMETER:** 19, 20  
**FINISHES:** Silver machined chrome lip, Gunmetal chrome lip  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**WHEEL TYPE:** One piece



### CS-55

**DIAMETER:** 20, 22  
**FINISHES:** Matte Gunmetal brushed face chrome lip, Silver machined chrome lip  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**WHEEL TYPE:** One piece



### CSM-5

**DIAMETER:** 20  
**FINISHES:** Matte Gunmetal brushed face machined, Silver machined, custom powdercoat options available  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127, 5x130  
**WHEEL TYPE:** One piece



### CS-6.0

**DIAMETER:** 20, 22  
**FINISHES:** Matte Black Gloss Black lip, Silver machined chrome lip  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127, 5x130  
**WHEEL TYPE:** One piece



### CSM-7

**DIAMETER:** 20  
**FINISHES:** Matte Silver machined, Matte Gunmetal machined, custom powdercoating available  
**BOLT PATTERNS:** 5x112, 5x114.3, 5x115, 5x120  
**WHEEL TYPE:** One piece



### CSL-5.5

**DIAMETER:** 19  
**FINISHES:** Silver machined chrome lip, Matte Black Gloss Black lip  
**BOLT PATTERNS:** 5x112, 5x114.3, 5x115, 5x120  
**WHEEL TYPE:** One piece



### RS-55

**DIAMETER:** 20, 22  
**FINISHES:** Matte Black machined chrome lip, silver machined chrome lip  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**WHEEL TYPE:** One piece



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### RT57

DIAMETER: 18, 20  
FINISHES: Gloss Black/Reverse CNC  
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
APPLICATIONS: Import/Domestic  
WHEEL TYPE: One piece



### RT7M

DIAMETER: 15, 16, 17, 18, 20, 22  
FINISHES: Gloss Black/CNC Reverse  
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x130  
APPLICATIONS: Import/Domestic  
WHEEL TYPE: One piece



### RT-87

DIAMETER: 18  
FINISHES: Matte Black/CNC Reverse  
BOLT PATTERN: 5x100, 5x114.3  
APPLICATIONS: Import/Domestic  
WHEEL TYPE: One piece



### LX-52

DIAMETER: 20  
FINISHES: Black/CNC Reverse/Stainless lip  
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120  
APPLICATIONS: Import/Domestic  
WHEEL TYPE: One piece



### RT-6

DIAMETER: 18, 20  
FINISHES: Gloss Black/Reverse CNC, Matte Gunmetal/Reverse CNC  
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x130  
APPLICATIONS: Import/Domestic  
WHEEL TYPE: One piece



### RT-Nova

DIAMETER: 20  
FINISHES: Black/CNC Reverse, Silver/CNC Reverse  
BOLT PATTERN: 5x112, 5x114.3, 5x115, 5x120, 5x130  
APPLICATIONS: Import/Domestic  
WHEEL TYPE: One piece



### RT-11

DIAMETER: 18  
FINISHES: Black/CNC Reverse  
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
APPLICATIONS: Import/Domestic  
WHEEL TYPE: One piece



### ORC909

DIAMETER: 17, 18, 20, 22  
FINISHES: Black/Reverse CNC, Matte Gunmetal/Reverse CNC  
BOLT PATTERNS: 5x127, 5x139.7, 5x150, 6x114.3, 6x127, 6x135, 6x139.7, 8x165.1, 8x170  
APPLICATIONS: Truck/SUV  
WHEEL TYPE: One piece



### ORC952

DIAMETER: 17, 18, 20  
FINISHES: Black/Reverse CNC, Matte Gunmetal/Reverse CNC  
BOLT PATTERN: 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170  
APPLICATIONS: Import/Domestic, truck, SUV  
WHEEL TYPE: One piece





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### STC-01

**DIAMETER:** 20, 22  
**FINISHES:** Black milled, Titanium milled, Silver milled  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Staggered applications for passenger vehicles  
**WHEEL TYPE:** One piece



### STC-02

**DIAMETER:** 20, 22  
**FINISHES:** Titanium, Black, optional milled accents, Silver  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Staggered applications for passenger vehicles  
**WHEEL TYPE:** One piece



### KVI

**DIAMETER:** 19, 20, 22  
**FINISHES:** Titanium, Black, optional machined face, Silver  
**BOLT PATTERNS:** 5x100, 5x112, 5x114.3, 5x120, 5x130  
**APPLICATIONS:** Staggered applications for passenger vehicles  
**WHEEL TYPE:** One piece



### STC-05

**DIAMETER:** 20  
**FINISHES:** Matte Black, Titanium, optional milled accents, optional machined face  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127, 5x130  
**APPLICATIONS:** Staggered applications for passenger vehicles  
**WHEEL TYPE:** One piece



### STC-MS

**DIAMETER:** 20  
**FINISHES:** Matte Black, Titanium, optional milled accents, optional machined face  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127, 5x130  
**APPLICATIONS:** Staggered applications for passenger vehicles  
**WHEEL TYPE:** One piece



### STC-10

**DIAMETER:** 19, 20, 22  
**FINISHES:** Matte Black, Titanium, optional milled accents, optional machined face  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127, 5x130  
**APPLICATIONS:** Staggered applications for passenger vehicles  
**WHEEL TYPE:** One piece



### STC-F1

**DIAMETER:** 20, 21, 22  
**FINISHES:** Titanium milled, Anodized Black, Silver milled  
**BOLT PATTERNS:** 5x100, 5x112, 5x114.3, 5x115, 5x120, 5x130  
**APPLICATIONS:** Staggered applications for passenger vehicles  
**WHEEL TYPE:** One piece



### 9Forged

**DIAMETER:** 19, 20, 21  
**FINISHES:** Matte Black, Titanium, Silver, optional machined face  
**BOLT PATTERNS:** 5x100, 5x112, 5x114.3, 5x115, 5x120, 5x130  
**APPLICATIONS:** Staggered applications for passenger vehicles  
**WHEEL TYPE:** One piece



### 9RR

**DIAMETER:** 17, 18, 19, 20  
**FINISHES:** Gloss Silver, Matte Black, Matte Black Milled, Titanium, Gold, White  
**BOLT PATTERNS:** 4x100, 4x98, 5x100, 5x108, 5x112, 5x114.3, 5x120, 5x130  
**APPLICATIONS:** Staggered applications for passenger vehicles  
**WHEEL TYPE:** One piece



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## R-TWELVE

(BLK/MACHINED TIP / SS LIP  
20X8.5, 20X10, 22X9, 22X10)

## POLARIS

(BLK/MACHINED/SS LIP  
20X8.5, 20X10, 22X9, 22X10, PAT. PENDING)

## HYDRA

(BLK/MACHINED/SS LIP  
22X9, 22X10, 24X9, 24X10, 26X9.5 PAT. PENDING)

## INVICTUS-Z

REMOVABLE ALUMINUM SPOKE EXTENSION  
(BLK/MACHINED/SS, 20X8.5, 20X10, 22X9, 22X10, 24X9, 24X10, PAT. PENDING)



CSS-7 BLK/MACHINED TIP  
17X7.5, 18X9, 20X8.5, 20X10, 22X9, 22X10

CSS-8 BLK/MACHINED  
20X8.5, 20X10, 22X9, 22X10

CSS-10 BLK/MACHINED  
20X8.5, 20X10, 22X9, 22X10

CSS-15 BLK/MACHINED  
20X8.5, 20X10, 22X9, 22X10, 24X9, 24X10, 26X9.5

CSS-16 BLK/MACHINED  
20X8.5, 20X10

INVICTUS-Z BLK/SS LIP  
20X8.5, 20X10, 22X9, 22X10, 24X9, 24X10



INVICTUS-Z CUSTOM  
20X8.5, 20X10, 22X9, 22X10, 24X9, 24X10

R-TWELVE CUSTOM  
20X8.5, 20X10, 22X9, 22X10

R-SEVENTEEN CUSTOM  
22X9, 22X10

R-SIX BLK/MACHINED  
17X7.5, 18X9, 20X8.5, 20X10, 22X9, 22X10, 24X10, 26X10

R-FOUR CUSTOM  
20X8.5, 20X10, 22X9, 22X10

R-THREE CUSTOM  
20X8.5, 20X10, 22X9, 22X10



JOHNSON II BLK/MACHINED  
22, 24, 26, 28, 30

R-FOUR CAPPED / CHROME  
24X9, 24X10, 26X9.5

LUST BLK/MACHINED  
17, 18, 20, 22, 24, 26, 28, 30

TRISTO CHROME  
24X9, 26X9.5

ARTE BLK/MACHINED  
24X9, 26X9.5

ROYAL SS LIP  
24X9, 26X9.5

INVICTUS-Z  
(UTILITY PATENT PENDING)



CSS-15  
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**R-Twelve (Black/Machined Tips)**

**DIAMETER:** 20, 22  
**FINISHES:** Black/machined face with stainless steel chrome lip, Black/machined face, Black/machined tips, and custom finish  
**BOLT PATTERNS:** 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7  
**APPLICATIONS:** Exotics, luxury, trucks and SUVs  
**WHEEL TYPE:** One piece



**CSS-15 (Black/Machined Tips)**

**DIAMETER:** 20, 22, 24, 26  
**FINISHES:** Black/machined face, Black/machined tips, all chrome, and custom finish  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7  
**APPLICATIONS:** Exotics, luxury, trucks and SUVs  
**WHEEL TYPE:** One piece



**CSS-7 (optional 2 tone finish shown)**

**DIAMETER:** 17, 18, 20, 22  
**FINISHES:** Black/machined face, Black/machined tips, all chrome, and custom finish  
**BOLT PATTERNS:** 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x198, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7  
**APPLICATIONS:** Exotics, luxury, trucks and SUVs  
**WHEEL TYPE:** One piece



**CSS-8 (custom color finish)**

**DIAMETER:** 20, 22  
**FINISHES:** Black/machined face, Black/machined accents, all chrome, and custom finish  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7  
**APPLICATIONS:** Black/machined face, Black/machined tips, all chrome, and custom finish  
**WHEEL TYPE:** One piece



**CSS-10 (custom color finish)**

**DIAMETER:** 20, 22  
**FINISHES:** Black/machined face, Black/machined accents, all chrome, and custom finish  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7  
**APPLICATIONS:** Exotics, luxury, trucks and SUVs  
**WHEEL TYPE:** One piece



**R-Three (optional color finish)**

**DIAMETER:** 20, 22  
**FINISHES:** Black/machined face, Black/machined accents, all chrome, and custom finish  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7  
**APPLICATIONS:** Exotics, luxury, trucks and SUVs  
**WHEEL TYPE:** One piece



**New Invictus-Z (custom gold metal spoke extension shown)**

**DIAMETER:** 20, 22, 24  
**FINISHES:** Black/machined face with stainless steel chrome lip, Black with stainless steel chrome lip, custom finish  
**BOLT PATTERNS:** 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120.65, 5x120.7, 5x127  
**APPLICATIONS:** Exotics, luxury, trucks and SUVs  
**WHEEL TYPE:** One piece



**New Hydra (custom white face shown)**

**DIAMETER:** 22, 24, 26  
**FINISHES:** Black/machined face with stainless steel chrome lip, Black/machined face, all chrome, and custom finish  
**BOLT PATTERNS:** 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7  
**APPLICATIONS:** Exotics, luxury, trucks and SUVs  
**WHEEL TYPE:** One piece



**New Polaris (custom finish shown)**

**DIAMETER:** 20, 22  
**FINISHES:** Black/machined face with stainless steel chrome lip, Black with machined accents, and custom finish  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7  
**APPLICATIONS:** Exotics, luxury, trucks and SUVs  
**WHEEL TYPE:** One piece



# LEXANI FORGED



LF-734 CAMUS CUSTOM FINISH



LF-113 CUSTOM FINISH



LF-740 ARCANA  
CUSTOM FINISH

LC-735 MACELLAN  
CUSTOM GOLD

LF-738 REGAL  
CUSTOM FINISH

LF-737 OPUS  
CUSTOM FINISH

LC-735 NICKLE  
CUSTOM GOLD

LF-734 VIRGO  
CUSTOM GOLD



LF-733 INSIGNIA  
CUSTOM FINISH

LC-732 VIRGO  
CUSTOM FINISH

LF-730 LEO  
CUSTOM FINISH

LF-729 TAURUS  
CUSTOM FINISH

LF-728 GEMINI  
CUSTOM FINISH

LF-727 LIBRA  
CUSTOM FINISH



LF-726 SCORPIO  
CUSTOM FINISH

LF-723  
CUSTOM FINISH

LC-722  
CUSTOM 2TONE FINISH

LF-718  
CUSTOM GOLD FINISH

LF-712  
CUSTOM FINISH

LS-707  
CUSTOM FINISH



LS-113  
CUSTOM FINISH

LF-112  
CUSTOM FINISH

LF-111  
CUSTOM FINISH

LF-110  
CUSTOM FINISH

LC-109  
CUSTOM FINISH

LC-101  
CUSTOM FINISH



M-002  
DOUBLE DARK TINT

M-113  
CUSTOM FINISH

M-106  
CUSTOM GOLD

M-105  
CUSTOM FINISH

M-102  
CUSTOM FINISH

M-101  
CUSTOM FINISH



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### New LF-114 Sport

**DIAMETER:** 19, 20, 21, 22, 24, 26  
**FINISHES:** Chrome, Black, White, Silver, Brushed, and custom finishes  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170  
**APPLICATIONS:** Exotics, luxury, trucks and SUVs  
**WHEEL TYPE:** Three piece



### New LF-748 Stinger

**DIAMETER:** 19, 20, 21, 22, 24, 26, 28, 30, 32  
**FINISHES:** Chrome, Black, White, Silver, Brushed, and custom finishes  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170  
**APPLICATIONS:** Exotics, luxury, trucks and SUVs  
**WHEEL TYPE:** Three piece



### New LF-747 Viper

**DIAMETER:** 19, 20, 21, 22, 24, 26, 28, 30, 32  
**FINISHES:** Chrome, Black, White, Silver, Brushed, and custom finishes  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170  
**APPLICATIONS:** Exotics, luxury, trucks and SUVs  
**WHEEL TYPE:** Three piece



### New LF-746 Babaria

**DIAMETER:** 19, 20, 21, 22, 24, 26, 28, 30, 32  
**FINISHES:** Chrome, Black, White, Silver, Brushed, and custom finishes  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170  
**APPLICATIONS:** Chrome, Black, White, Silver, Brushed, and custom finishes  
**WHEEL TYPE:** Three piece



### New LF-745 Calypso

**DIAMETER:** 19, 20, 21, 22, 24, 26, 28, 30, 32  
**FINISHES:** Chrome, Black, White, Silver, Brushed, and custom finishes  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170  
**APPLICATIONS:** Exotics, luxury, trucks and SUVs  
**WHEEL TYPE:** Three piece



### New LF-744 Twister

**DIAMETER:** 19, 20, 21, 22, 24, 26, 28, 30, 32  
**FINISHES:** Chrome, Black, White, Silver, Brushed, and custom finishes  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170  
**APPLICATIONS:** Chrome, Black, White, Silver, Brushed, and custom finishes  
**WHEEL TYPE:** Three piece



### New LF-743 Spartacus

**DIAMETER:** 19, 20, 21, 22, 24, 26, 28, 30, 32  
**FINISHES:** Chrome, Black, White, Silver, Brushed, and custom finishes  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170  
**APPLICATIONS:** Exotics, luxury, trucks and SUVs  
**WHEEL TYPE:** Three piece



### New LF-736 Profile

**DIAMETER:** 19, 20, 21, 22, 24, 26, 28, 30, 32  
**FINISHES:** Chrome, Black, White, Silver, Brushed, and custom finishes  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170  
**APPLICATIONS:** Exotics, luxury, trucks and SUVs  
**WHEEL TYPE:** Three piece



### New LF-731 Pisces

**DIAMETER:** 19, 20, 21, 22, 24, 26, 28, 30, 32  
**FINISHES:** Chrome, Black, White, Silver, Brushed, and custom finishes  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170  
**APPLICATIONS:** Exotics, luxury, trucks and SUVs  
**WHEEL TYPE:** Three piece





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### 414BM Modena

DIAMETER: 18, 20  
FINISHES: Gloss Black with CNC-milled accents  
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x115, 5x120  
APPLICATIONS: Luxury cars and SUVs  
WHEEL TYPE: One piece



### 414MB Modena

DIAMETER: 18, 20  
FINISHES: Mirror-machined face with gloss-black accents  
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x115, 5x120  
APPLICATIONS: Luxury cars and SUVs  
WHEEL TYPE: One piece



### 415MB Mythic

DIAMETER: 18, 20, 22  
FINISHES: Gloss Black with mirror-machined accents  
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120, 6x135, 6x139.7  
APPLICATIONS: Luxury cars and SUVs  
WHEEL TYPE: One piece



### 410BM Maranello

DIAMETER: 18, 20, 22  
FINISHES: Gloss Black with CNC-milled accents  
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x115, 5x120  
APPLICATIONS: Luxury cars and SUVs  
WHEEL TYPE: One piece



### 410MB Maranello

DIAMETER: 18, 20, 22  
FINISHES: Mirror-machined face with gloss-black accents  
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x115, 5x120  
APPLICATIONS: Luxury cars and SUVs  
WHEEL TYPE: One piece



### 407MB Majestic

DIAMETER: 18, 20, 22  
FINISHES: Mirror-machined face and lip with gloss-black accents  
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x115, 5x120  
APPLICATIONS: Luxury cars and SUVs  
WHEEL TYPE: One piece



### 409B Magellan

DIAMETER: 18, 20  
FINISHES: Satin Black  
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120  
APPLICATIONS: Luxury cars and SUVs  
WHEEL TYPE: One piece



### 409MB Magellan

DIAMETER: 18, 20  
FINISHES: Mirror-machined face with gloss-black accents  
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120  
APPLICATIONS: Luxury cars and SUVs  
WHEEL TYPE: One piece





— Citrine | M155 | bronze | 18x8+40 - 18x9.5+40



— Misano | M116 | anthracite | 20x9+25 - 20x10.5+30

Form | M157 | charcoal | 20x8.5 +25 - 20x10.5+30







### Form

DIAMETER: 19, 20  
FINISHES: Bronze, Charcoal  
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120  
WHEEL TYPE: One piece



### Citrine

DIAMETER: 18, 19, 20  
FINISHES: White and machined, Silver and machined, Bronze  
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120  
WHEEL TYPE: One piece



### Intake

DIAMETER: 20, 22  
FINISHES: Black and milled with Dark Tint, Silver and machined  
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120, 5x127, 5x130  
WHEEL TYPE: One piece



### Invert

DIAMETER: 20  
FINISHES: Silver and machined, Black and machined with Dark Tint  
BOLT PATTERNS: 5x112, 5x114.3, 5x120  
WHEEL TYPE: One piece



### Surge

DIAMETER: 19, 20, 22  
FINISHES: Silver and machined, Black and machined with Dark Tint  
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x115, 5x120  
WHEEL TYPE: One piece



### Enyo

DIAMETER: 20  
FINISHES: Black and machined with Dark Tint  
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120  
WHEEL TYPE: One piece



### Misano

DIAMETER: 17, 18, 19, 20  
FINISHES: Anthracite, Satin Black  
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120  
WHEEL TYPE: One piece



### Vicenza

DIAMETER: 20  
FINISHES: Black Chrome PVD, Black and machined with Dark Tint  
BOLT PATTERNS: 5x112, 5x114.3, 5x120  
WHEEL TYPE: One piece



### Verona

DIAMETER: 17, 18, 19, 20, 22, 24  
FINISHES: Black and machined with Dark Tint, White and machined, Anthracite  
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x115, 5x120, 5x130  
WHEEL TYPE: One piece



THEY ALL LAUGH AT ME  
BECAUSE I'M DIFFERENT.  
I LAUGH AT THEM BECAUSE  
THEY'RE ALL THE SAME.

- Kurt Cobain



Have fun, stop taking shit so seriously.



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## SPF

**DIAMETER:** 18, 19, 20  
**FINISHES:** Black and machined with Dark Tint, Silver and machined, Satin Black  
**BOLT PATTERNS:** 5x100, 5x108, 5x112, 5x114.3, 5x120  
**WHEEL TYPE:** One piece



## NUE

**DIAMETER:** 18, 19  
**FINISHES:** Satin Black, Black and machined with Dark Tint, Silver and machined  
**BOLT PATTERNS:** 5x100, 5x108, 5x112, 5x114.3, 5x120  
**WHEEL TYPE:** One piece



## BLQ

**DIAMETER:** 18, 19, 20  
**FINISHES:** Satin Black, Black and machined with Dark Tint, Silver and machined  
**BOLT PATTERNS:** 5x100, 5x108, 5x112, 5x114.3, 5x120  
**WHEEL TYPE:** One piece



## IND-T

**DIAMETER:** 18, 19, 20  
**FINISHES:** Silver and machined, Satin Black, Black and machined with Dark Tint  
**BOLT PATTERNS:** 5x100, 5x108, 5x112, 5x114.3, 5x120  
**WHEEL TYPE:** One piece



## TMB

**DIAMETER:** 18, 19  
**FINISHES:** Silver and machined, Satin Black, Black and machined with Dark Tint  
**BOLT PATTERNS:** 5x100, 5x108, 5x112, 5x114.3, 5x120  
**WHEEL TYPE:** One piece



## BLQ-T

**DIAMETER:** 15, 16, 17, 18, 19, 20, 21, 22  
**FINISHES:** Custom Finished  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Custom widths, bolt patterns, and offsets available  
**WHEEL TYPE:** Three piece



## TMB

**DIAMETER:** 15, 16, 17, 18, 19, 20, 21, 22  
**FINISHES:** Custom finished  
**BOLT PATTERNS:** 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x120  
**APPLICATIONS:** Custom widths, bolt patterns, and offsets available  
**WHEEL TYPE:** Three piece



## LVS

**DIAMETER:** 15, 16, 17, 18, 19, 20, 21, 22  
**FINISHES:** Custom finishes  
**BOLT PATTERNS:** 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x120  
**APPLICATIONS:** Custom widths, bolt patterns, and offsets available  
**WHEEL TYPE:** Three piece



## IND-T

**DIAMETER:** 15, 16, 17, 18, 19, 20, 21, 22  
**FINISHES:** Custom finished  
**BOLT PATTERNS:** 5x100, 5x108, 5x112, 5x114.3, 5x120  
**APPLICATIONS:** Custom widths, bolt patterns, and offsets available  
**WHEEL TYPE:** Three piece



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## R960

**DIAMETER:** 20, 22  
**FINISHES:** Satin Black, Gloss Black with machined face  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127  
**APPLICATIONS:** Passenger vehicles  
**WHEEL TYPE:** One piece



## R1

**DIAMETER:** 20, 22  
**FINISHES:** Satin Black with machined face, Satin Black, Chrome  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127  
**APPLICATIONS:** Passenger vehicles  
**WHEEL TYPE:** One piece



## R2

**DIAMETER:** 20, 22  
**FINISHES:** Satin Gunmetal, Satin Black  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127  
**APPLICATIONS:** Passenger vehicles  
**WHEEL TYPE:** One piece



## R980

**DIAMETER:** 20, 22  
**FINISHES:** Gloss Black with machined face, Satin Black  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127  
**APPLICATIONS:** Passenger vehicles  
**WHEEL TYPE:** One piece



## R1

**DIAMETER:** 20, 22  
**FINISHES:** Chrome, Satin Black with machined face, Satin Black  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127  
**APPLICATIONS:** Passenger vehicles  
**WHEEL TYPE:** One piece



## R2

**DIAMETER:** 20, 22  
**FINISHES:** Satin Black, Satin Gunmetal  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127  
**APPLICATIONS:** Passenger vehicles  
**WHEEL TYPE:** One piece



## R351

**DIAMETER:** 17, 18  
**FINISHES:** Bright Green, Gloss White, Flat Black with machined face, Hyper Silver with machined face  
**BOLT PATTERNS:** 4x100, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Passenger vehicles; compact and stretch  
**WHEEL TYPE:** One piece



## R362

**DIAMETER:** 15  
**FINISHES:** Gold with mach lip, Bright Green with mach lip, Satin Black with mach lip, Hyper Silver with mach lip, Gloss White with mach lip, Candy Red with mach lip, Satin Black with Brize lip, Chrome PVD  
**BOLT PATTERNS:** 4x100, 4x114.3  
**APPLICATIONS:** Passenger vehicles; compact and stretch  
**WHEEL TYPE:** One piece



## R358

**DIAMETER:** 15  
**FINISHES:** Candy Red with mach center and lip, Gold with mach center and lip, Satin Black with mach center and lip, Hyper Silver with mach center and lip, Gloss White with mach center and lip, Satin Black  
**BOLT PATTERNS:** 4x100  
**APPLICATIONS:** Passenger vehicles; compact and stretch  
**WHEEL TYPE:** One piece



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### SV62-C

**DIAMETER:** 19, 20, 21, 22, 24, 26, 28, 30, 32  
**FINISHES:** Orange with Black, Black with Blue, Brushed Red, Black with Yellow, and custom options  
**BOLT PATTERNS:** 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1  
**APPLICATIONS:** Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance  
**WHEEL TYPE:** Three piece



### SV61-D

**DIAMETER:** 19, 20, 21, 22, 23, 24, 26, 28, 30, 32  
**FINISHES:** Brushed Double Dark Tint, Matte Black with White, Brushed Gold, Brushed with High Polish, and custom options  
**BOLT PATTERNS:** 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1  
**APPLICATIONS:** Domestic/muscle, sport compact, luxury/exotic, on road, passenger car, and performance  
**WHEEL TYPE:** Three piece



### SV60-D

**DIAMETER:** 19, 20, 21, 22, 24, 26, 28, 30, 32  
**FINISHES:** Black with Blue, Black with Red, Black with White, Black with Yellow, Brushed Teal, and custom options  
**BOLT PATTERNS:** 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1  
**APPLICATIONS:** Domestic/muscle, sport compact, luxury/exotic, on road, passenger car, and performance  
**WHEEL TYPE:** Three piece



### SV59-C

**DIAMETER:** 19, 20, 21, 22, 24, 26, 28, 30, 32  
**FINISHES:** Black with Yellow, All Brushed, Black with Green, and custom options  
**BOLT PATTERNS:** 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1  
**APPLICATIONS:** Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance  
**WHEEL TYPE:** Three piece



### SV58-S

**DIAMETER:** 19, 20, 21, 22, 24, 26, 28, 30, 32  
**FINISHES:** Black with White, Brushed with High Polish, Brushed Bronze, and custom options  
**BOLT PATTERNS:** 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1  
**APPLICATIONS:** Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars and performance, and custom options  
**WHEEL TYPE:** Three piece



### SV56-C

**DIAMETER:** 19, 20, 21, 22, 24, 26, 28, 30, 32  
**FINISHES:** Black with White with Black, Black with Red, Black with Brushed Gold  
**BOLT PATTERNS:** 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1  
**APPLICATIONS:** Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance  
**WHEEL TYPE:** Three piece



### Ancona

**DIAMETER:** 19, 20, 21, 22, 24, 26, 28, 30, 32  
**FINISHES:** Gold with High Polish, Red with High Polish, Brushed with High Polish, and Custom Options  
**BOLT PATTERNS:** 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1  
**APPLICATIONS:** Domestic/muscle and on road  
**WHEEL TYPE:** Three piece



### Veneto

**DIAMETER:** 19, 20, 21, 22, 24, 26, 28, 30, 32  
**FINISHES:** All Brushed, Brushed Red, Brushed Gold  
**BOLT PATTERNS:** 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1  
**APPLICATIONS:** Domestic/muscle and on road  
**WHEEL TYPE:** Three piece



### Carpi

**DIAMETER:** 19, 20, 21, 22, 24, 26, 28, 30, 32  
**FINISHES:** Brushed Gold, Blue with High Polish, Brushed with High Polish  
**BOLT PATTERNS:** 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1  
**APPLICATIONS:** Domestic/muscle and on road  
**WHEEL TYPE:** Three piece





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### SC001

DIAMETER: 20, 22  
FINISHES: Gloss Black machined  
BOLT PATTERNS: 5x114.3, 5x115, 5x120  
APPLICATIONS: Cars, staggered fitments  
WHEEL TYPE: One piece



### SC002

DIAMETER: 20, 22  
FINISHES: Gloss Black machined, Silver machined, Flat Gray, Flat Black  
BOLT PATTERNS: 5x114.3, 5x115, 5x120  
APPLICATIONS: Cars, staggered fitments  
WHEEL TYPE: One piece



### SC004

DIAMETER: 20, 22  
FINISHES: Gloss Black machined  
BOLT PATTERNS: 5x114.3, 5x115, 5x120  
APPLICATIONS: Cars, staggered fitments  
WHEEL TYPE: One piece



### SC005

DIAMETER: 20  
FINISHES: Gloss Black machined, Flat Gray  
BOLT PATTERNS: 5x114.3, 5x115, 5x120  
APPLICATIONS: Cars, staggered fitments  
WHEEL TYPE: One piece



### SC100

DIAMETER: 20  
FINISHES: Gloss Black machined  
BOLT PATTERNS: 5x112, 5x114.3, 5x120  
APPLICATIONS: Cars, staggered fitments  
WHEEL TYPE: One piece



### SC101

DIAMETER: 20  
FINISHES: Gloss Black with machined inner rim  
BOLT PATTERNS: 5x112, 5x114.3, 5x120  
APPLICATIONS: Cars, staggered fitments  
WHEEL TYPE: One piece



### SC102

DIAMETER: 20  
FINISHES: Gloss Black with machined inner rim  
BOLT PATTERNS: 5x112, 5x114.3, 5x120  
APPLICATIONS: Cars, staggered fitments  
WHEEL TYPE: One piece



### Cratus CR007

DIAMETER: 22, 24  
FINISHES: Gloss Black, Gloss Black machined  
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x127, 6x135, 6x139.7  
APPLICATIONS: Cars  
WHEEL TYPE: One piece

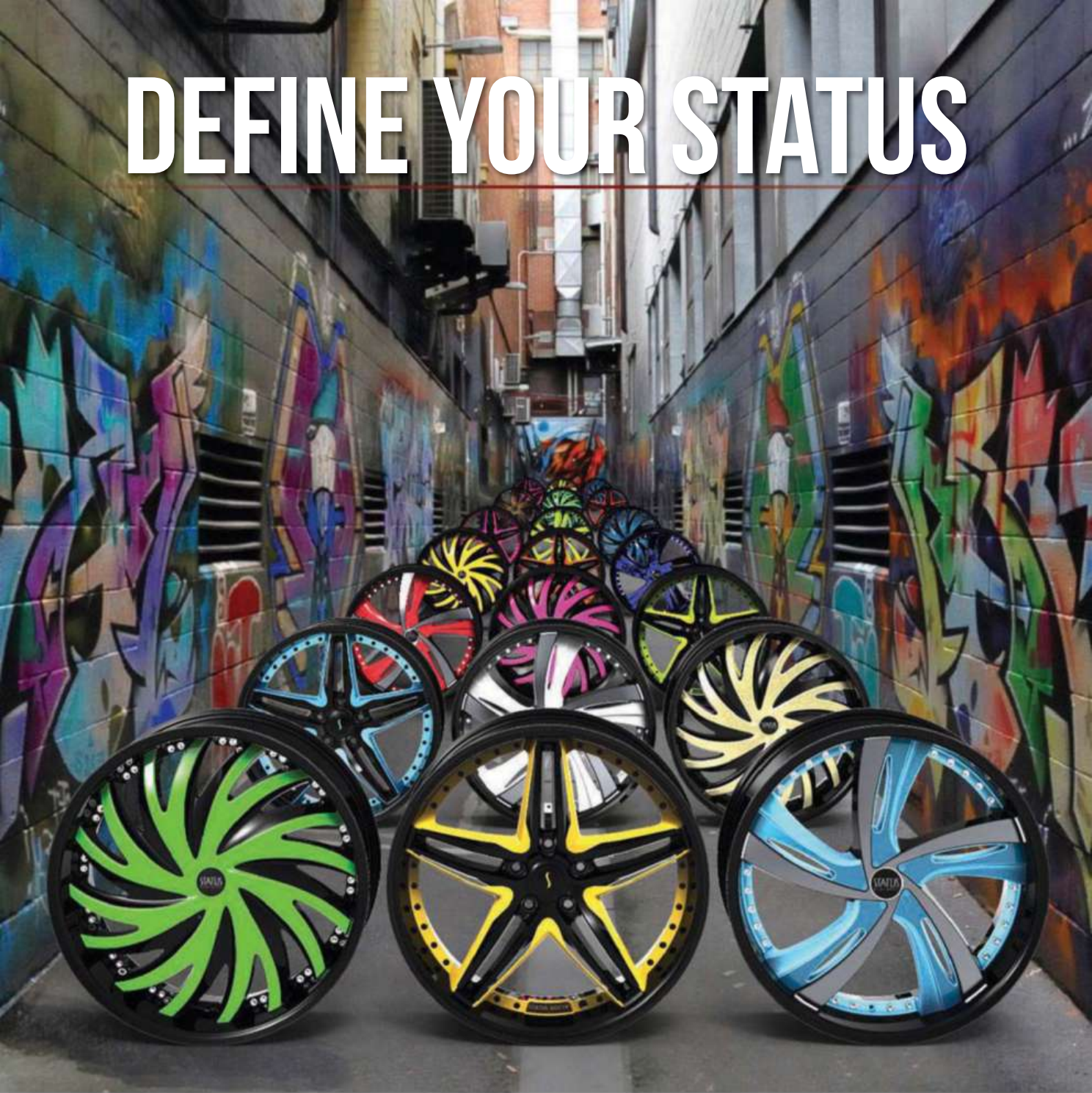


### Cratus CR008

DIAMETER: 22, 24  
FINISHES: Flat Black, Gloss Black machined, Gloss Black with machined pinstripe  
BOLT PATTERNS: 5x114.3, 5x115, 5x120, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x127, 6x135, 6x139.7  
APPLICATIONS: Cars  
WHEEL TYPE: One piece



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### Haze - S837

**DIAMETER:** 20, 22  
**FINISHES:** Chrome with Gloss Black Inserts, Gloss Black with chrome Inserts  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127  
**APPLICATIONS:** Passenger vehicles, mid-size SUV  
**WHEEL TYPE:** One piece



### Haze - S837

**DIAMETER:** 20, 22  
**FINISHES:** Gloss Black with chrome inserts, chrome with Gloss Black Inserts  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127  
**APPLICATIONS:** Passenger vehicles, mid-size SUV  
**WHEEL TYPE:** One piece



### Haze - S837

**DIAMETER:** 20, 22  
**FINISHES:** Custom finish, Gloss Black with chrome inserts, chrome with Gloss Black Inserts  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127  
**APPLICATIONS:** Passenger vehicles, mid-size SUV  
**WHEEL TYPE:** One piece



### Fantasy - S835

**DIAMETER:** 20, 22, 24  
**FINISHES:** Chrome with Gloss Black Inserts, Gloss Black with chrome Inserts  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127  
**APPLICATIONS:** Passenger vehicles, mid-size SUV  
**WHEEL TYPE:** One piece



### Fantasy - S835

**DIAMETER:** 20, 22, 24  
**FINISHES:** Gloss Black with chrome inserts, chrome with Gloss Black Inserts  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127  
**APPLICATIONS:** Passenger vehicles, mid-size SUV  
**WHEEL TYPE:** One piece



### Fantasy - S835

**DIAMETER:** 20, 22, 24  
**FINISHES:** Custom finish, Gloss Black with chrome inserts, chrome with Gloss Black Inserts  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127  
**APPLICATIONS:** Passenger vehicles, mid-size SUV  
**WHEEL TYPE:** One piece



### Hurricane - S836

**DIAMETER:** 22, 24, 26  
**FINISHES:** Chrome with Gloss Black Inserts, Gloss Black with chrome Inserts  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 6x114.3, 6x115, 6x127, 6x132, 6x135, 6x139.7  
**APPLICATIONS:** Passenger vehicles, mid-size SUV, SUV  
**WHEEL TYPE:** One piece



### Hurricane - S836

**DIAMETER:** 22, 24, 26  
**FINISHES:** Gloss Black with chrome inserts, chrome with Gloss Black Inserts  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 6x114.3, 6x115, 6x127, 6x132, 6x135, 6x139.7  
**APPLICATIONS:** Passenger vehicles, mid-size SUV, SUV  
**WHEEL TYPE:** One piece



### Hurricane - S836

**DIAMETER:** 22, 24, 26  
**FINISHES:** Custom finish, Gloss Black with chrome inserts, chrome with Gloss Black Inserts  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 6x114.3, 6x115, 6x127, 6x132, 6x135, 6x139.7  
**APPLICATIONS:** Passenger vehicles, mid-size SUV, SUV  
**WHEEL TYPE:** One piece





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### O.Z. Racing Atelier Forged Ares

DIAMETER: 20, 21  
FINISHES: Matte Dark Graphite, polished, Matte Grey, Black painted, Anodized Black, Brushed Silver  
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120, 5x120.7, 5x128, 5x130  
WHEEL TYPE: One piece



### O.Z. Racing Atelier Forged Zeus

DIAMETER: 20, 21  
FINISHES: Black painted, polished, Matte Dark Graphite, Matte Grey, Anodized Black, Brushed Silver  
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120, 5x128, 5x130  
WHEEL TYPE: One piece



### O.Z. Racing Atelier Forged Superforgiata

DIAMETER: 20  
FINISHES: Polished with clearcoat, Light Grey painted, Black painted  
BOLT PATTERN: 5x112, 5x114, 5x120, 5x130, 5x135  
WHEEL TYPE: One piece



### Monte TITANO MT4 Cesta

DIAMETER: 17, 18, 19  
FINISHES: Machined with Anthracite accent, Matte Titanium  
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120  
WHEEL TYPE: One piece



### Avarus AV14

DIAMETER: 18, 20  
FINISHES: Machined with Anthracite accent, Titanium Gunmetal  
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120  
WHEEL TYPE: One piece



### Axis Model Two

DIAMETER: 19, 20, 21  
FINISHES: Machined with Matte Graphite Accent, Matte Graphite Silver  
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120, 5x130  
WHEEL TYPE: One piece



### Bremmer Kraft BR13

DIAMETER: 17, 18  
FINISHES: Machined with Anthracite Accent, Titanium Gunmetal  
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120  
WHEEL TYPE: One piece



### Quad Essen

DIAMETER: 19, 20, 21, 22  
FINISHES: Silver machined with Matte Clear, machined with Matte Graphite Accent, Matte Graphite Silver  
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120, 5x127, 5x130  
WHEEL TYPE: One piece



### Starke Design BC for Porsche

DIAMETER: 19  
FINISHES: Machined with Matte Graphite Accent, Silver Painted, Matte Graphite Silver  
BOLT PATTERN: 5x130  
WHEEL TYPE: One piece



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### Danza

**DIAMETER:** 18, 20, 21  
**FINISHES:** Matte Black or Silver machined undercut  
**BOLT PATTERNS:** 5x108, 5x112, 5x114.3, 5x120, 5x130  
**APPLICATIONS:** Passenger cars, European luxury, and SUVs  
**WHEEL TYPE:** One piece



### Torino

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Full Gunmetal or Gunmetal mirror machined  
**BOLT PATTERNS:** 4x100, 4x114.3, 5x100, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Passenger cars, import tuners, sport compact, and SUVs  
**WHEEL TYPE:** One piece



### MGA

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Matte Black or Silver machined face  
**BOLT PATTERNS:** 4x100, 4x108, 4x114.3, 5x100, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Passenger cars, import tuners, sport compact, and SUVs  
**WHEEL TYPE:** One piece



### Maglia

**DIAMETER:** 17, 18, 20  
**FINISHES:** Gloss Black or Silver machined face  
**BOLT PATTERNS:** 5x112, 5x114.3, 5x120  
**APPLICATIONS:** European luxury, passenger cars, and SUVs  
**WHEEL TYPE:** One piece



### Asti

**DIAMETER:** 17, 18, 19, 20  
**FINISHES:** Graphite machined flange  
**BOLT PATTERNS:** 5x100, 5x112, 5x114.3, 5x120  
**APPLICATIONS:** European luxury, passenger cars, and SUVs  
**WHEEL TYPE:** One piece



### Capri

**DIAMETER:** 17, 18  
**FINISHES:** Gloss Black mirror machined  
**BOLT PATTERNS:** 5x108, 5x112, 5x114.3, 5x120  
**APPLICATIONS:** European luxury, import tuners, and passenger cars  
**WHEEL TYPE:** One piece



### G-FX G20

**DIAMETER:** 15, 16, 17, 18  
**FINISHES:** Gunmetal machined face  
**BOLT PATTERNS:** 4x100, 4x114.3, 5x100, 5x108, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Import tuner, sport compact, and European cars  
**WHEEL TYPE:** One piece



### G-FX TR2

**DIAMETER:** 16, 17, 18, 20  
**FINISHES:** Matte Black machined flange  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** On- and off-road trucks and SUVs  
**WHEEL TYPE:** One piece



### BG Rod Works Old School

**DIAMETER:** 15, 17, 18, 20  
**FINISHES:** Chrome or Gunmetal machined lip  
**BOLT PATTERNS:** 5x114.3, 5x120, 6x127  
**APPLICATIONS:** Hot rods and modern muscle cars  
**WHEEL TYPE:** One piece





St.Thomas X250



Sydney X252



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### Caracas X233

DIAMETER: 19, 20, 22

FINISHES: Matte Black, Matte Black with brushed face

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



### Verona X253

DIAMETER: 19, 20, 22

FINISHES: Matte Black, Matte Silver with brushed face, Matte Gunmetal

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



### Sydney X252

DIAMETER: 20, 22

FINISHES: Matte Black with brushed face and milled spokes, Gloss Silver with brushed face and milled spokes

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



### Tokyo X201

DIAMETER: 20, 22

FINISHES: Matte Black, Matte Silver with brushed face

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



### Dubai X251

DIAMETER: 20, 22

FINISHES: Gloss Silver with chromed Silver, Matte Black with brushed face

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



### Milan X229

DIAMETER: 19, 20, 22

FINISHES: Matte Black, Matte Silver with brushed face

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



### New York X130

DIAMETER: 20, 22

FINISHES: Matte Silver with brushed face and SS chrome lip, Gloss Black with SS chrome lip

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



### Miami X203

DIAMETER: 20, 22

FINISHES: Matte Black with brushed face, Matte Black

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



### ST Thomas X250

DIAMETER: 20, 22

FINISHES: Gloss Silver with chromed face, Matte Black with brushed face

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



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## Future

**DIAMETER:** 20, 22, 24, 26, 28  
**FINISHES:** Black and machined with Dark Tint and chrome  
**BOLT PATTERNS:** 5x120, 5x127, 5x139.7, 5x150, 6x135, 6x139.7  
**WHEEL TYPE:** One piece



## Shot Calla

**DIAMETER:** 22  
**FINISHES:** Gloss Black and brushed, Black and machined with Dark Tint and chrome  
**BOLT PATTERNS:** 5x108, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 6x135, 6x139.7  
**APPLICATIONS:** Gloss Black and Brushed available 22x9 & 22x10.5 for front-wheel-drive applications only  
**WHEEL TYPE:** One piece



## Sleeper

**DIAMETER:** 24  
**FINISHES:** Chrome, Black and machined with Dark Tint  
**BOLT PATTERNS:** 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7  
**WHEEL TYPE:** One piece



## Skillz

**DIAMETER:** 22, 24, 26  
**FINISHES:** Black and machined with Dark Tint, chrome  
**BOLT PATTERNS:** 5x115, 5x120, 5x127, 5x139.7, 6x135, 6x139.7  
**WHEEL TYPE:** One piece



## Chedda

**DIAMETER:** 22, 24  
**FINISHES:** Black and machined with Dark Tint  
**BOLT PATTERNS:** 5x115, 5x139.7, 6x135, 6x139.7  
**WHEEL TYPE:** One piece



## Swerv

**DIAMETER:** 22, 24, 26  
**FINISHES:** Black and machined with Dark Tint, chrome  
**BOLT PATTERNS:** 5x115, 5x120, 5x127, 6x135, 6x139.7  
**WHEEL TYPE:** One piece



## 8-Ball

**DIAMETER:** 22, 24, 26  
**FINISHES:** Black and milled, chrome  
**BOLT PATTERNS:** 5x120, 5x127, 5x139.7, 6x135, 6x139.7  
**WHEEL TYPE:** One piece



## Attack-6

**DIAMETER:** 22, 24, 26  
**FINISHES:** Black and machined with Dark Tint, chrome  
**BOLT PATTERNS:** 6x135, 6x139.7  
**WHEEL TYPE:** One piece



## Baller

**DIAMETER:** 20, 22, 24, 26, 28, 30  
**FINISHES:** Black and machined with Dark Tint, chrome  
**BOLT PATTERNS:** 5x115, 5x120, 5x120.7, 5x127, 5x139.7, 5x150, 6x135, 6x139.7  
**WHEEL TYPE:** One piece



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### 176 Vagabond

**DIAMETER:** 15, 16, 17, 18, 20  
**FINISHES:** Satin Black, Gloss Black with diamond-cut lip  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks, Jeeps, SUVs  
**WHEEL TYPE:** One piece



### 188 Soldier

**DIAMETER:** 17, 18, 20  
**FINISHES:** Satin Black with milling  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks, Jeeps, SUVs  
**WHEEL TYPE:** One piece



### 189 Trooper

**DIAMETER:** 17, 18, 20  
**FINISHES:** Satin Black with milling  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks, Jeeps, SUVs  
**WHEEL TYPE:** One piece



### 225 Phantom

**DIAMETER:** 16, 17, 18, 20  
**FINISHES:** Satin Black with diamond-cut accents, Chrome, Satin Black  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks, Jeeps, SUVs  
**WHEEL TYPE:** One piece



### 249 Predator II (8 Spoke)

**DIAMETER:** 17, 18, 20  
**FINISHES:** Chrome (20x12), Gloss Black with milling, Ultra V finish PVD  
**BOLT PATTERNS:** 5x150, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** Trucks, SUVs  
**WHEEL TYPE:** One piece



### 249 Predator II (6 Spoke)

**DIAMETER:** 17, 18, 20  
**FINISHES:** Gloss Black with milling, Chrome (20x12), Ultra V finish PVD  
**BOLT PATTERNS:** 5x127, 5x139.7, 6x120, 6x135, 6x139.7  
**APPLICATIONS:** Trucks, Jeeps, SUVs  
**WHEEL TYPE:** One piece



### 250 Colossus

**DIAMETER:** 17, 18, 20  
**FINISHES:** Gloss Black with diamond-cut accents  
**BOLT PATTERNS:** 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks, Jeeps, SUVs  
**WHEEL TYPE:** One piece



### 251 Decoy

**DIAMETER:** 17, 18  
**FINISHES:** Gloss Black with spot-mill dimples  
**BOLT PATTERNS:** 5x110, 5x114.3, 5x120, 5x127  
**APPLICATIONS:** CUVs, FWD passenger cars  
**WHEEL TYPE:** One piece



### 264 Bully

**DIAMETER:** 17, 18, 20  
**FINISHES:** Satin Black  
**BOLT PATTERNS:** 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks, Jeeps, SUVs  
**WHEEL TYPE:** One piece



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### 808 Beast II

**DIAMETER:** 18, 20  
**FINISHES:** Gloss Black with milling, Satin Black with spot mill dimples  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** Trucks, Jeeps, SUVs  
**WHEEL TYPE:** One piece



### 807 Ledge

**DIAMETER:** 20  
**FINISHES:** Satin Black with milling  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** Trucks, Jeeps, SUVs  
**WHEEL TYPE:** One piece



### 807 Triton

**DIAMETER:** 17, 18, 20  
**FINISHES:** Ultra V finish PVD, Satin Black, Gloss Black with milling  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks, Jeeps, SUVs  
**WHEEL TYPE:** One piece



### 805 Tyrant

**DIAMETER:** 18, 20, 22  
**FINISHES:** Satin Black with diamond-cut accents, PVD  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks, Jeeps, SUVs  
**WHEEL TYPE:** One piece



### 804 Tank

**DIAMETER:** 16, 17, 18, 20  
**FINISHES:** Satin Black with undercut and large spot mill dimples  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks, Jeeps, SUVs  
**WHEEL TYPE:** One piece



### 803 Beast Dually

**DIAMETER:** 17  
**FINISHES:** Gloss Black with milling, Satin Black, Chrome  
**BOLT PATTERNS:** 8x165.1, 8x200, 8x210  
**APPLICATIONS:** Dually trucks  
**WHEEL TYPE:** One piece



### 803 Beast

**DIAMETER:** 16, 17, 18, 20  
**FINISHES:** Ultra V finish PVD, Gloss Black with milling, Satin Black  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** Trucks, Jeeps, SUVs  
**WHEEL TYPE:** One piece



### 802 Havoc

**DIAMETER:** 17, 18, 20  
**FINISHES:** Gloss Black with milling, Satin Black with spot milled dimples  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks, Jeeps, SUVs  
**WHEEL TYPE:** One piece



### 801 Triad

**DIAMETER:** 16, 17, 18, 20  
**FINISHES:** Satin Black with spot mill dimples, Ultra V finish PVD  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks, Jeeps, SUVs  
**WHEEL TYPE:** One piece



# Detroit Ste

**T**nce you read the title and see the rides that grace this page, there's really not much more to say. From the menacing looks of these vehicles, you can only tell that American Vintage Steel is this wheel maker's passion, which is why it should come as no surprise that the company behind it all is called Mob Steel. The one-time hobby turned automotive lifestyle—and now business—was all executed by Adam Genoi; and now he and his team of artisans have become front-runners when it comes to designing and crafting the worlds' most menacing and tricked-out vehicles. We met this team of artisans years ago and since then, they've continually pumped out some of the most awe-inspiring project builds we've seen in that time.

It comes as no surprise that they are the gents behind a relatively new segment to their business that has taken the domestic market by storm. That company? Detroit Steel Wheels. Their product? Steelies.

This new segment of the company's business concentrates solely on steel wheels, better known as "Steelies," but they've added their own touch and created them in different bolt patterns as well as widths. The wheels can be purchased with a host of accessories, including spider caps and chrome trim rings. One thing is for sure—these designs certainly bridge the gap between modern craftsmanship and vintage styling, and the timeless essence of the look it provides isn't going out of style anytime soon...if ever. Visit them online at [detroitsteelwheel.com](http://detroitsteelwheel.com). **UWTC**





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### Independence Super Dually Series

**DIAMETER:** 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finishes are available  
**BOLT PATTERNS:** 8x165, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** All Dual Rear Applications (Dual Rear Wheels)  
**WHEEL TYPE:** One piece



### EVO SD Series

**DIAMETER:** 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finishes are available  
**BOLT PATTERNS:** 8x165, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** All Dual Rear Wheels (Dually)  
**WHEEL TYPE:** One piece



### Twister Super Dually Series

**DIAMETER:** 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finishes are available  
**BOLT PATTERNS:** 8x165, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** All Dual Rear Wheels (Dually)  
**WHEEL TYPE:** One piece



### Scope DRW

**DIAMETER:** 20, 22, 24, 26  
**FINISHES:** Polished aluminum; however custom powdercoated finishes are available  
**BOLT PATTERNS:** 8x165, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** All Dual Rear Wheel Application (Dually)  
**WHEEL TYPE:** One piece



### Mayday DRW

**DIAMETER:** 20, 22, 24, 26  
**FINISHES:** Polished aluminum; however custom powdercoated finishes are available  
**BOLT PATTERNS:** 8x165, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** All Dual Rear Wheels Applications (Dually)  
**WHEEL TYPE:** One piece



### Ammo DRW

**DIAMETER:** 20, 22, 24, 26  
**FINISHES:** Polished aluminum; however custom powdercoated finishes are available  
**BOLT PATTERNS:** 8x165, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** All Dual Rear Wheels Applications (Dually)  
**WHEEL TYPE:** One piece



### Octane DRW

**DIAMETER:** 20, 22, 24, 26  
**FINISHES:** Polished aluminum; however custom powdercoated finishes are available  
**BOLT PATTERNS:** 8x165, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** All Dual Rear Wheels Applications (Dually)  
**WHEEL TYPE:** One piece



### Independence DRW

**DIAMETER:** 20, 22, 22.5, 24, 26  
**FINISHES:** Polished aluminum; however custom powdercoated finishes are available  
**BOLT PATTERNS:** 8x165, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** All Dual Rear Wheels Applications (Dually)  
**WHEEL TYPE:** One piece



### Evo DRW

**DIAMETER:** 20, 22, 22.5, 24, 26  
**FINISHES:** Polished aluminum; however custom powdercoated finishes are available  
**BOLT PATTERNS:** 8x165, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** All Dual Rear Wheels Applications (Dually)  
**WHEEL TYPE:** One piece



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### Brawler Multi-Piece Series

**DIAMETER:** 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finishes available for each component.  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** Two piece



### Cluster Multi-Piece Series

**DIAMETER:** 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finishes available for each component. \*22X16 & 24X16 also available  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** Two piece



### Honor Multi-Piece Series

**DIAMETER:** 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finishes available for each component. \*22X16 & 24X16 also available  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** Two piece



### Recoil Special Force Series

**DIAMETER:** 20, 22, 24  
**FINISHES:** Special Force Series come standard powdercoated flat black with machined windows and polished lip. Many powdercoated color options are also available instead of standard flat black  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** One piece



### Ten Four Special Force Series

**DIAMETER:** 20, 22, 24  
**FINISHES:** Special Force Series come standard powdercoated flat black with machined windows and polished lip. Many powdercoated color options are also available instead of standard flat black  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** One piece



### Storm Special Force Series

**DIAMETER:** 20, 22, 24  
**FINISHES:** Special Force Series come standard powdercoated flat black with machined windows and polished lip. Many powdercoated color options are also available  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and Pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** One piece



### Zodiac Super Single Series

**DIAMETER:** 20, 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finishes are available  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** One piece



### Independence Super Single

**DIAMETER:** 20, 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finishes are available  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** One piece



### Buckshot Super Single

**DIAMETER:** 20, 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finishes are available  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** One piece



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### Steam 3D Series

**DIAMETER:** 20, 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finished available  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** One piece



### GEM 3D Series Wheels

**DIAMETER:** 20, 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finished available  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** One piece



### Merit 3D Series

**DIAMETER:** 20, 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finished available  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** One piece



### Knight Faceplate Series

**DIAMETER:** 20, 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finished available  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** One piece



### Thor Faceplate Series

**DIAMETER:** 20, 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finished available  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** One piece



### Snafu Faceplate Series

**DIAMETER:** 20, 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finishes available for each component  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** One piece



### Evade Faceplate

**DIAMETER:** 20, 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finished available  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** One piece



### Vector Faceplate Series

**DIAMETER:** 20, 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finished available  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** One piece



### Fallout Faceplate Series

**DIAMETER:** 20, 22, 24  
**FINISHES:** Polished aluminum; however custom powdercoated finished available  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210  
**APPLICATIONS:** Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)  
**WHEEL TYPE:** One piece





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## Armor

**DIAMETER:** 17, 18, 20  
**FINISHES:** Black machined face or liquid chrome  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x180  
**APPLICATIONS:** On- and off-road trucks and SUVs  
**WHEEL TYPE:** One piece



## Bandit

**DIAMETER:** 17, 20  
**FINISHES:** Matte Black  
**BOLT PATTERNS:** 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7  
**APPLICATIONS:** On- and off-road trucks and SUVs  
**WHEEL TYPE:** One piece



## Buckshot

**DIAMETER:** 17, 18, 20  
**FINISHES:** Black machined face, Matte Black and chrome  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x180  
**APPLICATIONS:** On- and off-road trucks and SUVs  
**WHEEL TYPE:** One piece



## Bullet

**DIAMETER:** 17, 18, 20  
**FINISHES:** Black machined face  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7  
**APPLICATIONS:** On- and off-road trucks and SUVs  
**WHEEL TYPE:** One piece



## Curse

**DIAMETER:** 17, 20  
**FINISHES:** Black machined face  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7  
**APPLICATIONS:** On- and off-road trucks and SUVs  
**WHEEL TYPE:** One piece



## Deputy

**DIAMETER:** 17, 18, 20  
**FINISHES:** Matte Black and Black machined face  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7  
**APPLICATIONS:** On- and off-road trucks and SUVs  
**WHEEL TYPE:** One piece



## Grit

**DIAMETER:** 17, 18, 20  
**FINISHES:** Gloss Black with Ball Machine  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7  
**APPLICATIONS:** On- and off-road trucks and SUVs  
**WHEEL TYPE:** One piece



## Hollywood

**DIAMETER:** 17, 18, 20, 22  
**FINISHES:** Matte Black  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x180  
**APPLICATIONS:** On- and off-road trucks and SUVs  
**WHEEL TYPE:** One piece



## Regulator

**DIAMETER:** 17, 18, 20  
**FINISHES:** Matte Black with Ball Machine and Silver with Ball Machine  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7  
**APPLICATIONS:** On- and off-road trucks and SUVs  
**WHEEL TYPE:** One piece





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**BALLISTIC**  
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### Ravage 958

**DIAMETER:** 17, 18, 20  
**FINISHES:** Gloss Black with milled windows  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7  
**APPLICATIONS:** 5- and 6-lug fitments for stock, lifted, and leveled trucks and SUVs  
**WHEEL TYPE:** One piece



### Mace 957

**DIAMETER:** 17, 20  
**FINISHES:** Gloss Black with milled windows  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7  
**APPLICATIONS:** 5- and 6-lug fitments for stock, lifted, and leveled trucks and SUVs  
**WHEEL TYPE:** One piece



### Dagger 951

**DIAMETER:** 20  
**FINISHES:** Gloss Black with milled windows  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7  
**APPLICATIONS:** 5- and 6-lug fitments for stock, lifted, and leveled truck and SUVs  
**WHEEL TYPE:** One piece



### Scythe 953

**DIAMETER:** 17, 18, 20  
**FINISHES:** Gloss Black with milled windows  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** 5- and 6-lug fitments for stock, lifted, and leveled trucks and SUVs  
**WHEEL TYPE:** One piece



### Anvil 955

**DIAMETER:** 17, 18, 20  
**FINISHES:** Gloss Black with milled windows  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** 5- and 6-lug fitments for stock, lifted, and leveled trucks and SUVs  
**WHEEL TYPE:** One piece



### Razorback 956

**DIAMETER:** 17, 18, 20  
**FINISHES:** Gloss Black with milled windows  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** 5- and 6-lug fitments for stock, lifted, and leveled trucks and SUVs  
**WHEEL TYPE:** One piece



### Morax 845

**DIAMETER:** 17, 18, 20  
**FINISHES:** Flat Black  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** 5- and 6-lug fitments for stock, lifted, and leveled trucks and SUVs  
**WHEEL TYPE:** One piece



### Jester 814

**DIAMETER:** 16, 17, 18, 20, 22  
**FINISHES:** Flat Black with optional red inserts  
**BOLT PATTERNS:** 5x114.3, 5x120.7, 5x127, 5x135, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Removable red inserts  
**WHEEL TYPE:** One piece



### Havoc 904

**DIAMETER:** 17, 18, 20  
**FINISHES:** Flat Black  
**BOLT PATTERNS:** 5x114.3, 5x120, 5x127, 5x135, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** 5- and 6-lug fitments for stock, lifted, and leveled trucks and SUVs  
**WHEEL TYPE:** One piece



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## Brawl

**DIAMETER:** 20  
**FINISHES:** Death Metal Black  
**BOLT PATTERNS:** 8x165, 8x170, 8x180  
**APPLICATIONS:** Lifted and leveled trucks  
**WHEEL TYPE:** One piece



## B.A.T.L.

**DIAMETER:** 20  
**FINISHES:** Death Metal Black, Stealth Black  
**BOLT PATTERNS:** 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165, 8x170, 8x180  
**APPLICATIONS:** Lifted and leveled trucks  
**WHEEL TYPE:** One piece



## F.I.T.E. 6

**DIAMETER:** 20  
**FINISHES:** Death Metal Black, Stealth Black  
**BOLT PATTERNS:** 6x135, 6x139.7  
**APPLICATIONS:** Lifted and leveled trucks  
**WHEEL TYPE:** One piece



## Rehab 8

**DIAMETER:** 20, 22  
**FINISHES:** Death Metal Black, Stealth Black  
**BOLT PATTERNS:** 8x165, 8x170, 8x180  
**APPLICATIONS:** Lifted and leveled trucks  
**WHEEL TYPE:** One piece



## R.E.P.R. 6

**DIAMETER:** 20  
**FINISHES:** Death Metal Black, Stealth Black  
**BOLT PATTERNS:** 6x135, 6x139.7  
**APPLICATIONS:** Lifted and leveled trucks  
**WHEEL TYPE:** One piece



## Pro Series SSD-No Ring

**DIAMETER:** 17  
**FINISHES:** Stealth Black  
**BOLT PATTERNS:** 5x143, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165, 8x170, 8x180  
**APPLICATIONS:** Lifted and leveled trucks  
**WHEEL TYPE:** One piece



## Pro Series DRT-With Optional Bolt-On Ring

**DIAMETER:** 17  
**FINISHES:** Stealth Black  
**BOLT PATTERNS:** 5x143, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165, 8x170, 8x180  
**APPLICATIONS:** Lifted and leveled trucks  
**WHEEL TYPE:** One piece



## Novakane 8

**DIAMETER:** 18, 20, 22  
**FINISHES:** Death Metal Black, Stealth Black  
**BOLT PATTERNS:** 8x165, 8x170, 8x180  
**APPLICATIONS:** Lifted and leveled trucks  
**WHEEL TYPE:** One piece



## S.O.T.A.

**DIAMETER:** 20, 22, 24  
**FINISHES:** Death Metal Black, Stealth Black  
**BOLT PATTERNS:** 5x139.7, 5x150, 6x135, 6x139.7, 8x165, 8x170, 8x180  
**APPLICATIONS:** Lifted and leveled trucks  
**WHEEL TYPE:** One piece





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### LT1

**DIAMETER:** 20  
**FINISHES:** Chrome, Gloss Black, Machined Black, optional bead-lock ring  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** Lifted truck  
**WHEEL TYPE:** One piece



### LT2

**DIAMETER:** 20  
**FINISHES:** Machined black, PVD  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** Lifted truck  
**WHEEL TYPE:** One piece



### RT1

**DIAMETER:** 20  
**FINISHES:** Satin Graphite with brushed center, Gloss Black with machined center, Gloss Black with Gloss Graphite, Satin Black, PVD, PVD with brushed center, optional bead-lock ring  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** Racing truck  
**WHEEL TYPE:** One piece



### RT2

**DIAMETER:** 17, 20  
**FINISHES:** Satin Black with Satin Graphite, Satin Black with machined ring and center, Satin Black  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** Racing truck  
**WHEEL TYPE:** One piece



### ST1

**DIAMETER:** 17, 18, 20  
**FINISHES:** Gloss Black with milled accents, Gloss Black with machined face, Satin Black  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** Street truck  
**WHEEL TYPE:** One piece



### ST2

**DIAMETER:** 20  
**FINISHES:** Satin Black machined center, PVD  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** Street truck  
**WHEEL TYPE:** One piece



### MM1

**DIAMETER:** 20  
**FINISHES:** Gloss Black with machined face, Gloss Silver with machined face, PVD  
**BOLT PATTERNS:** 5x114.3, 5x115, 5x120, 5x127  
**APPLICATIONS:** Modern Muscle  
**WHEEL TYPE:** One piece



### MM2

**DIAMETER:** 20  
**FINISHES:** PVD, Gloss Black with machined face, Gloss Silver with machined face  
**BOLT PATTERNS:** 5x114.3, 5x115, 5x120, 5x127  
**APPLICATIONS:** Modern Muscle  
**WHEEL TYPE:** One piece



### MM3

**DIAMETER:** 20  
**FINISHES:** Gloss Silver with machined face, Gloss Black with machined face, PVD  
**BOLT PATTERNS:** 5x114.3, 5x115, 5x120, 5x127  
**APPLICATIONS:** Modern Muscle  
**WHEEL TYPE:** One piece





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### 647BM

**DIAMETER:** 17, 18, 20, 22  
**FINISHES:** Satin Black with CNC-milled accents and chrome D-Star cap  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 645V

**DIAMETER:** 17, 18, 20  
**FINISHES:** Bright PVD - durable all-weather synthetic chrome. Note: Size 20x10 is chrome plated  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 645MB

**DIAMETER:** 17, 18, 20  
**FINISHES:** Gloss Black with mirror-machined face and chrome D-Star cap  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 645B

**DIAMETER:** 17, 18, 20  
**FINISHES:** Satin Black with CNC-milled lip accents and chrome D-Star cap  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 646MB

**DIAMETER:** 18, 20  
**FINISHES:** Gloss Black with mirror-machined face and chrome D-Star cap  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 643MB

**DIAMETER:** 18, 20, 22  
**FINISHES:** Mirror-machined face and lip edge with Gloss Black accents  
**BOLT PATTERNS:** 5x108, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Luxury passenger cars and SUVs  
**WHEEL TYPE:** One piece



### 644B-5

**DIAMETER:** 18, 20, 22  
**FINISHES:** Satin Black with mirror-machined lip edge  
**BOLT PATTERNS:** 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127, 6x135, 6x139.7  
**APPLICATIONS:** Luxury passenger cars and SUVs  
**WHEEL TYPE:** One piece



### 644MB-5

**DIAMETER:** 18, 20, 22  
**FINISHES:** Mirror-machined face and lip edge with Gloss Black accents  
**BOLT PATTERNS:** 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Luxury passenger cars and SUVs  
**WHEEL TYPE:** One piece



### 644MB-6

**DIAMETER:** 24  
**FINISHES:** Mirror-machined face and lip edge with Gloss Black accents  
**BOLT PATTERNS:** 6x135, 6x139.7  
**APPLICATIONS:** Luxury SUVs  
**WHEEL TYPE:** One piece





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## Tuff

DIAMETER: 15, 16, 17  
FINISHES: Flat Black  
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x139.7  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



## Tuff

DIAMETER: 15, 16, 17  
FINISHES: Flat Black machined  
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x139.7  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



## 7S

DIAMETER: 15, 16, 17  
FINISHES: Flat Black  
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x139.7  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



## 7S

DIAMETER: 15, 16, 17  
FINISHES: Flat Black machined  
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x139.7  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece





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### 739B Endurance

**DIAMETER:** 17, 20  
**FINISHES:** Satin Black center with anthracite gray lip and aluminum lip bolts  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 737BM Challenger

**DIAMETER:** 18, 20  
**FINISHES:** Gloss Black with CNC-milled accents  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 737V Challenger

**DIAMETER:** 18, 20  
**FINISHES:** Bright PVD-durable all-weather synthetic chrome  
**BOLT PATTERNS:** 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 726M Big Block

**DIAMETER:** 18, 20, 22  
**FINISHES:** Gloss Black with mirror-machined face and spot-milled lip accents  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 726C Big Block

**DIAMETER:** 18, 20, 22  
**FINISHES:** Chrome plated  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 726MB Big Block

**DIAMETER:** 18, 20, 22  
**FINISHES:** Satin Black with milled accents  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 738MB Switchback

**DIAMETER:** 17, 18, 20  
**FINISHES:** Satin Black with mirror-machined spoke accents and gold-tone cadmium bolts  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 738V Switchback

**DIAMETER:** 17, 18, 20  
**FINISHES:** Bright PVD with gold-tone cadmium-plated bolts-all-weather synthetic chrome  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 719C Backcountry

**DIAMETER:** 18, 20  
**FINISHES:** Chrome plated  
**BOLT PATTERNS:** 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



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### Beast

**DIAMETER:** 17, 18, 20, 22  
**FINISHES:** Black and machined with Dark Tint  
**BOLT PATTERNS:** 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**WHEEL TYPE:** One piece



### Summit

**DIAMETER:** 20  
**FINISHES:** Matte Black  
**BOLT PATTERNS:** 5x127, 5x139.7, 6x135, 6x139.7  
**WHEEL TYPE:** One piece



### Assault

**DIAMETER:** 17, 18, 20, 22  
**FINISHES:** Black and milled  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**WHEEL TYPE:** One piece



### Vapor

**DIAMETER:** 17, 18, 20  
**FINISHES:** Matte Black, Matte Black and Machined with Dark Tint  
**BOLT PATTERNS:** 5x114.3, 5x120, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**WHEEL TYPE:** One piece



### Hostage III

**DIAMETER:** 17, 18, 20  
**FINISHES:** Matte Anthracite and Matte Black  
**BOLT PATTERNS:** 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**WHEEL TYPE:** One piece



### Savage

**DIAMETER:** 17, 18, 20  
**FINISHES:** Gloss Black and milled, Matte Black and milled with machined lip  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**WHEEL TYPE:** One piece



### Rotor

**DIAMETER:** 17, 20  
**FINISHES:** Matte Black  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7  
**WHEEL TYPE:** One piece



### JM2

**DIAMETER:** 17, 20  
**FINISHES:** Matte Black  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7  
**WHEEL TYPE:** One piece



### Maverick

**DIAMETER:** 20  
**FINISHES:** Anthracite and milled  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**WHEEL TYPE:** One piece



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DIAMETER: 15, 16, 17  
FINISHES: Pro Black  
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x114.3, 6x139.7, 8x165.1, 8x170  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Tracker Pro

DIAMETER: 15, 16, 17  
FINISHES: Pro Black  
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x114.3, 6x139.7, 8x165.1, 8x170  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Punch

DIAMETER: 15, 16, 17, 18  
FINISHES: Anthracite machined  
BOLT PATTERNS: 5x114.3, 5x120.65, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Strike 5

DIAMETER: 16, 17, 18, 20  
FINISHES: Matte Black machined, Silver machined and Matte Black  
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Scorpion

DIAMETER: 16, 17, 18, 20  
FINISHES: Anthracite machined and Matte Black machined  
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### MK6

DIAMETER: 16, 17, 18  
FINISHES: Matte Black, Matte Bronze, and Matte Gunmetal  
BOLT PATTERNS: 5x150, 6x114.3, 6x139.7  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Strike 8

DIAMETER: 16, 17, 18, 20  
FINISHES: Matte Black, Matte Black machined, and Silver machined  
BOLT PATTERNS: 8x165.1, 8x170  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Guardian

DIAMETER: 16, 17, 18, 20  
FINISHES: Matte Black, Bronze, and chrome  
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Tracker

DIAMETER: 15, 16, 17, 18, 20  
FINISHES: Matte Black and polished  
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece





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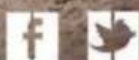


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### Type M18

**DIAMETER:** 15, 17, 18, 20

**FINISHES:** Matte Black with machine bead lip and bolts (shown); Matte Graphite with machine bead lip and bolts

**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7

**APPLICATIONS:** Applications for 5-lug/6-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs

**WHEEL TYPE:** One piece



### Type M17

**DIAMETER:** 16, 17, 18, 20

**FINISHES:** Gloss Black with machined accents and drill holes

**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 6x114.3, 6x135, 6x139.7

**APPLICATIONS:** Applications for 5-lug/6-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs

**WHEEL TYPE:** One piece



### Type M16

**DIAMETER:** 17, 18, 20

**FINISHES:** Matte Black with bolts

**BOLT PATTERNS:** 5x127, 5x139.7, 6x135, 6x139.7

**APPLICATIONS:** Applications for 5-lug/6-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs

**WHEEL TYPE:** One piece



### Type M15

**DIAMETER:** 17, 18, 20

**FINISHES:** Bright Satin (shown) with drill holes; Gloss Black with drill holes

**BOLT PATTERNS:** 5x127, 5x139.7, 6x135, 6x139.7

**APPLICATIONS:** Applications for 5-lug/6-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs

**WHEEL TYPE:** One piece



### Type M14

**DIAMETER:** 17, 18, 20

**FINISHES:** Machined face Silver (shown); Matte Black

**BOLT PATTERNS:** 5x127, 5x139.7, 6x135, 6x139.7

**APPLICATIONS:** Applications for 5-lug/6-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs

**WHEEL TYPE:** One piece



### Type M13

**DIAMETER:** 15, 16, 17, 18, 20

**FINISHES:** Matte Black

**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 6x114.3, 6x135, 6x139.7

**APPLICATIONS:** Applications for 5-lug/6-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs

**WHEEL TYPE:** One piece



### Type M12

**DIAMETER:** 16, 17, 18, 20

**FINISHES:** Matte Black with machined lip

**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 6x150, 6x135, 6x139.7, 8x165.1, 8x170

**APPLICATIONS:** Applications for 5-lug/6-lug/8-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs

**WHEEL TYPE:** One piece



### Type M1X

**DIAMETER:** 17, 18, 20

**FINISHES:** Matte Black machined face

**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 6x150, 6x135, 6x139.7

**APPLICATIONS:** Applications for 5-lug/6-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs

**WHEEL TYPE:** One piece



### Type M2X

**DIAMETER:** 17, 18, 20

**FINISHES:** Gloss Black machined

**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 6x150, 6x135, 6x139.7

**APPLICATIONS:** Applications for 5-lug/6-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs

**WHEEL TYPE:** One piece



*MB*  
WHEELS



11



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352



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### 352

DIAMETER: 16, 17, 18, 20  
FINISHES: Matte Black  
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### 352

DIAMETER: 16, 17, 18, 20  
FINISHES: Matte Black machined  
BOLT PATTERNS: 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### 11

DIAMETER: 15, 16, 17  
FINISHES: Matte Black  
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 6x139.7, 8x165.1, 8x170  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### 11

DIAMETER: 15, 16, 17  
FINISHES: Matte Black machined  
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Vortex

DIAMETER: 16, 17, 18, 20  
FINISHES: Matte Black  
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Vortex

DIAMETER: 16, 17, 18, 20  
FINISHES: Black machined  
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### Razor

DIAMETER: 15, 16, 17, 20  
FINISHES: Black machined  
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 6x135, 6x139.7, 8x165.1  
APPLICATIONS: Enter all applications  
WHEEL TYPE: One piece



### TKO

DIAMETER: 15, 16, 17, 18, 20  
FINISHES: Matte Black  
BOLT PATTERNS: 5x114.3, 5x120.65, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x127, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece



### TKO

DIAMETER: 16, 17, 18, 20  
FINISHES: Chrome  
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x127, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
APPLICATIONS: On- and off-road trucks and SUVs  
WHEEL TYPE: One piece





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### 648B

**DIAMETER:** 20, 22  
**FINISHES:** Satin Black with Green Monster M-Claw logo and matching Monster Green lip-edge bolts  
**BOLT PATTERNS:** 5x127, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks and SUVs  
**WHEEL TYPE:** One piece



### 648MB

**DIAMETER:** 20, 22  
**FINISHES:** Gloss Black with mirror-machined accents, Green Monster M-Claw logo and chrome lip-edge bolts  
**BOLT PATTERNS:** 5x127, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks and SUVs  
**WHEEL TYPE:** One piece



### 539BM

**DIAMETER:** 20, 22  
**FINISHES:** Gloss Black with CNC-milled accents, Green Monster M-Claw logo and black lip-edge accents  
**BOLT PATTERNS:** 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** Trucks and SUVs  
**WHEEL TYPE:** One piece





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**M88**

18 BLACK MILLED  
20 BLACK



**M70**

17 BLACK MACHINED  
18 CHROME  
20 BLACK



**M08**

17 GLOSS BLACK MILLED  
18 BLACK MACHINED  
20 FLAT BLACK  
22 CHROME



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## M88

**DIAMETER:** 18, 20, 22  
**FINISHES:** Black milled, Black, Black machined face  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x127, 6x135, 8x165.1, 8x170, 8x180  
**WHEEL TYPE:** One piece



## M06

**DIAMETER:** 18, 20  
**FINISHES:** Black machined, Chrome, Black  
**BOLT PATTERNS:** 5x135, 5x139.7, 6x127, 6x135, 6x139.7  
**WHEEL TYPE:** One piece



## M10

**DIAMETER:** 17, 18, 20  
**FINISHES:** Black, Black machined, chrome, milled  
**BOLT PATTERNS:** 5x114.3, 5x135, 6x127, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**WHEEL TYPE:** One piece



## M03

**DIAMETER:** 17, 20, 22, 24, 26, 28, 30  
**FINISHES:** Black machined, chrome, Black  
**BOLT PATTERNS:** 5x135, 5x139.7, 6x120, 6x135, 6x139.7, 8x165.1, 8x170  
**WHEEL TYPE:** One piece



## M08

**DIAMETER:** 17, 18, 20, 22  
**FINISHES:** Gloss Black milled, Flat Black, Black machined, chrome  
**BOLT PATTERNS:** 5x114.3, 5x135, 5x139.7, 6x127, 6x135, 6x139.7, 8x165.1, 8x170  
**WHEEL TYPE:** One piece





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**VOLTAGE**  
17X9, 18X9, 20X9, 22X10

**UZI** 20X9  
ALSO AVAIL. IN ALL CHROME

**ASSAULT** 20X10  
ALSO AVAIL. IN ALL CHROME

**COLT** 20X9, 20X10, 22X12  
ALSO AVAIL. IN ALL CHROME

**BLADE** 24X12  
ALSO AVAIL. IN ALL CHROME



**SCALPEL MONO BLOCK**  
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**96-R**  
20X9 COVERED CAP, 22X9.5 EXPOSED

**98-R**  
20X9

**FURY**  
20X9, 20X10

**ASSASSIN**  
18X9, 20X9, 20X10, 20X12, 22X12

**94-R (CHROME AVAIL.)**  
17X9, 18X9, 20X9, 20X10, 22X10



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NEW GLOSS BLACK FINISH

NEW STAINLESS STEEL FINISH



**RX-3 STEP**

TEXTURED BLACK FINISH

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**New Blade (custom two-tone finish shown)**

DIAMETER: 20

**FINISHES:** All chrome, Gloss Black with machined accents, custom finish  
**BOLT PATTERNS:** 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180  
**APPLICATIONS:** Trucks and SUVs  
**WHEEL TYPE:** One piece



**New Colt (custom two-tone finish shown)**

DIAMETER: 20, 22

**FINISHES:** All chrome, Gloss Black with machined accents, custom finish  
**BOLT PATTERNS:** 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180  
**APPLICATIONS:** Trucks and SUVs  
**WHEEL TYPE:** One piece



**New UZI (custom finish shown)**

DIAMETER: 20

**FINISHES:** All chrome, Gloss Black with machined accents, all Gloss Black, custom finish  
**BOLT PATTERNS:** 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180  
**APPLICATIONS:** Trucks and SUVs  
**WHEEL TYPE:** One piece



**New Assault (custom finish shown)**

DIAMETER: 20

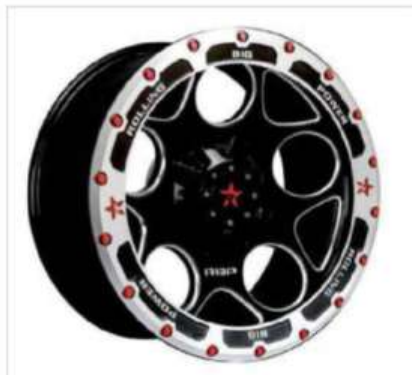
**FINISHES:** All chrome, Gloss Black with machined accents, all Gloss Black, custom finish  
**BOLT PATTERNS:** 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180  
**APPLICATIONS:** Trucks and SUVs  
**WHEEL TYPE:** One piece



**Tactical (optional bead ring shown)**

DIAMETER: 18, 20

**FINISHES:** Gloss Black with machined accents, custom finish  
**BOLT PATTERNS:** 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180  
**APPLICATIONS:** Trucks and SUVs  
**WHEEL TYPE:** One piece



**Voltage (optional bead ring shown)**

DIAMETER: 17, 18, 20

**FINISHES:** Gloss Black with machined accents, custom finish  
**BOLT PATTERNS:** 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180  
**APPLICATIONS:** Trucks and SUVs  
**WHEEL TYPE:** One piece



**New Savage Forged 1-piece Monoblock (custom finish shown)**

DIAMETER: 20, 22, 24

**FINISHES:** All chrome, Gloss Black with machined accents, all Gloss Black, custom finish  
**BOLT PATTERNS:** 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180  
**APPLICATIONS:** Trucks and SUVs  
**WHEEL TYPE:** One piece



**New Beretta Forged 1-piece Monoblock (custom finish shown)**

DIAMETER: 20, 22, 24

**FINISHES:** All chrome, Gloss Black with machined accents, all Gloss Black, custom finish  
**BOLT PATTERNS:** 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180  
**APPLICATIONS:** Trucks and SUVs  
**WHEEL TYPE:** One piece



**New Revolver-6 Forged 1-piece Monoblock (custom finish shown)**

DIAMETER: 20, 22, 24

**FINISHES:** All chrome, Gloss Black with machined accents, all Gloss Black, custom finish  
**BOLT PATTERNS:** 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180  
**APPLICATIONS:** Trucks and SUVs  
**WHEEL TYPE:** One piece





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2015 Chevrolet Silverado 1500 with  
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### Dick Cepek Blackout

DIAMETER: 15, 16, 17, 18, 20  
FINISHES: Black painted  
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
WHEEL TYPE: One piece



### Granite Alloy® GA640

DIAMETER: 16, 17, 18, 20  
FINISHES: Anthracite painted, Black painted  
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x150, 6x135, 6x139.7  
WHEEL TYPE: One piece



### Granite Alloy® GV7

DIAMETER: 17, 18, 20  
FINISHES: Black with milled accent  
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
WHEEL TYPE: One piece



### KMC XD Series XD820 Grenade

DIAMETER: 16, 17, 18, 20, 22  
FINISHES: Black with milled accent, machined with Black accent, Black painted  
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
WHEEL TYPE: One piece



### MAMBA M18

DIAMETER: 15, 17, 18, 20  
FINISHES: Matte Graphite Silver with machined lip, Black with machined lip  
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7  
WHEEL TYPE: One piece



### Method Roost

DIAMETER: 17, 18, 20  
FINISHES: Black painted, Bronze painted  
BOLT PATTERNS: 5x127, 5x139.7, 5x150, 6x135, 6x139.7  
WHEEL TYPE: One piece



### Monte TITANO MT216 Rocca-6

DIAMETER: 17, 18  
FINISHES: Black with machined lip, Matte Titanium  
BOLT PATTERNS: 6x132, 6x135, 6x139.7  
WHEEL TYPE: One piece



### Ultra Motorsports Xtreme X106 Sawblade

DIAMETER: 17  
FINISHES: Anthracite with Black lip, Black painted  
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170  
WHEEL TYPE: One piece



### Walker Evans Racing 501 Legend

DIAMETER: 15, 16, 17  
FINISHES: Machined with Black accent, Black painted  
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170  
WHEEL TYPE: One piece





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### 538MB

**DIAMETER:** 17, 18, 20  
**FINISHES:** Gloss black with mirror-machined face and chrome T-Star cap  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 535V

**DIAMETER:** 17, 18, 20, 22  
**FINISHES:** Bright PVD with T-Star cap—durable all-weather synthetic chrome. Note: Sizes 20x12 and 22x12 are chrome plated  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 535MB

**DIAMETER:** 17, 18, 20, 22  
**FINISHES:** Gloss black with mirror-machined face and chrome T-Star cap  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 535B

**DIAMETER:** 17, 18, 20, 22  
**FINISHES:** Satin black with CNC-milled lip accents  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 534B

**DIAMETER:** 18, 20, 22  
**FINISHES:** Satin black with chrome bolt accents and chrome T-Star cap  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Off-Road  
**WHEEL TYPE:** One piece



### 536MB

**DIAMETER:** 18, 20, 22  
**FINISHES:** Mirror-machined face and lip edge with gloss-black accents  
**BOLT PATTERNS:** 5x100, 5x110, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Luxury cars and SUVs  
**WHEEL TYPE:** One piece



### 537MB

**DIAMETER:** 18, 20, 22  
**FINISHES:** Mirror-machined face and lip edge with gloss-black accents  
**BOLT PATTERNS:** 5x108, 5x112, 5x114.3, 5x115, 5x120  
**APPLICATIONS:** Luxury cars and SUVs  
**WHEEL TYPE:** One piece



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### T14

**DIAMETER:** 20

**FINISHES:** Satin Black with milled spokes, Satin Black

**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170

**APPLICATIONS:** Trucks: Off-Road and Street

**WHEEL TYPE:** One piece



### T12

**DIAMETER:** 20

**FINISHES:** Satin Black with milled spokes and brushed inserts, Satin Black

**with Red inserts, Satin Black with brushed inserts**

**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170

**APPLICATIONS:** Trucks: Off-Road and Street

**WHEEL TYPE:** One piece



### T10

**DIAMETER:** 15, 16, 17, 18, 20, 22

**FINISHES:** Gloss Black with milled spokes, Flat Black with Red accents

**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 6x135, 6x140, 6x150, 6x164.3, 6x170, 6x180, 6x197, 8x165.1, 8x170

**APPLICATIONS:** Trucks: Off-Road and Street

**WHEEL TYPE:** One piece



### T07

**DIAMETER:** 17, 20, 22

**FINISHES:** Satin Black

**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 6x135, 6x139.7

**APPLICATIONS:** Trucks: Off-Road and Street

**WHEEL TYPE:** One piece



### T05

**DIAMETER:** 16, 17, 20, 24

**FINISHES:** Flat Black, Flat Black with machined face, chrome

**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170

**APPLICATIONS:** Trucks: Off-Road and Street

**WHEEL TYPE:** One piece



### T11

**DIAMETER:** 18, 20

**FINISHES:** Satin Black with milled spokes, Satin Black with machined face

**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 6x135, 6x139.7

**APPLICATIONS:** Trucks: Off-Road and Street

**WHEEL TYPE:** One piece



### T06

**DIAMETER:** 16, 17, 20, 22

**FINISHES:** Satin Black with machined face, Satin Black, chrome

**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170

**APPLICATIONS:** Trucks: Off-Road and Street

**WHEEL TYPE:** One piece



### T13

**DIAMETER:** 16, 17, 20, 22, 24, 26

**FINISHES:** Gloss Black with machined face and flange, chrome, Gloss

**Black-26-inch only**

**BOLT PATTERNS:** 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170

**APPLICATIONS:** Trucks: Off-Road and Street

**WHEEL TYPE:** One piece



### T01

**DIAMETER:** 15, 16, 17, 18, 20, 22

**FINISHES:** Flat Black with Red or chrome inserts, Flat Black with machined

**face and Red or chrome inserts, chrome with chrome inserts**

**BOLT PATTERNS:** 5x114.3, 5x127, 5x135, 5x139.7, 6x135, 6x140, 6x150, 6x164.3, 6x170, 6x180, 6x197, 8x165.1, 8x170

**APPLICATIONS:** Trucks: Off-Road and Street

**WHEEL TYPE:** One piece



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**X100**

17x8.5, 20x9



**X106**

17x8.5 **SAWBLADE**



**X106**

17x8.5 **SAWBLADE**



**X102**

15x8, 16x8, 17x8.5, 18x9, 20x9



**501**

15x8, 16x8, 17x8.5 **LEGEND**



**504**

16x8, 17x8.5 18x9, 20x9 **LEGACY**



**500 UTV**

14x6, 14x7, 15x6 **RACE LEGEND**



17x8.5 **500**

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2014 WORLD CHAMPIONS





### X103 Wide 5 True Beadlock

**DIAMETER:** 15, 17  
**FINISHES:** Machined with machined beadlock, Satin Black with Satin Black beadlock  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 6x165.1, 8x165.1  
**APPLICATIONS:** Off-road use only wide 5  
**WHEEL TYPE:** One piece



### X103 Truck True Beadlock

**DIAMETER:** 15, 16, 17  
**FINISHES:** Machined with machined beadlock  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 6x165.1, 8x165.1  
**APPLICATIONS:** Off-road use only  
**WHEEL TYPE:** One piece



### X106 Sawblade

**DIAMETER:** 17  
**FINISHES:** Satin Anthracite Grey with Satin Black lip, Satin Black with Satin Black lip  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks, SUVs, Jeeps  
**WHEEL TYPE:** One piece



### X102 Xtreme

**DIAMETER:** 15, 16, 17, 18, 20  
**FINISHES:** Satin Black with diamond-cut face and Satin Black lip, Satin Black with Satin Black lip  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks, SUVs, Jeeps  
**WHEEL TYPE:** One piece



### X100

**DIAMETER:** 17, 20  
**FINISHES:** Gloss Black with milling  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7  
**APPLICATIONS:** Trucks, SUVs, Jeeps  
**WHEEL TYPE:** One piece



### Walker Evans 501 Legend

**DIAMETER:** 15, 16, 17  
**FINISHES:** Satin Black with Satin Black lip, Satin Black with diamond-cut face  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks, SUVs, Jeeps  
**WHEEL TYPE:** One piece



### Walker Evans 500 Truck Legend

**DIAMETER:** 17  
**FINISHES:** Shot-peened with machined center bowl and machined beadlock, Gloss Black with diamond-cut face and machined beadlock  
**BOLT PATTERNS:** 5x114.3, 5x120.65, 5x127, 5x139.7, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170  
**APPLICATIONS:** Off-road use only  
**WHEEL TYPE:** One piece



### Walker Evans 500 UTV Legend

**DIAMETER:** 14, 15  
**FINISHES:** Gloss Black with machined beadlock, shot-peened with machined center bowl and machined beadlock, Gloss Black with diamond-cut face and machined beadlock  
**BOLT PATTERNS:** 4x115, 4x136, 4x136.5, 4x156  
**APPLICATIONS:** UTV off-road use only  
**WHEEL TYPE:** One piece



### Walker Evans 504 Legacy

**DIAMETER:** 16, 17, 18, 20  
**FINISHES:** Satin Black with diamond-cut face and Satin Black lip, Satin Black with Satin Black lip  
**BOLT PATTERNS:** 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170  
**APPLICATIONS:** Trucks, SUVs, Jeeps  
**WHEEL TYPE:** One piece





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### ContiForceContact™

**CATEGORY:** Passenger cars and performance  
**SIZES:** 225-40-18 through 335-30-19  
**DIRECTIONAL:** No  
**DESCRIPTION:** This ultra-responsive tire is engineered for track and street performance. Precise control, confident handling, and outstanding grip.



### ContiSportContact™ 5P

**CATEGORY:** Passenger cars and performance  
**SIZES:** 235-40-18 through 325-35-22  
**DIRECTIONAL:** No  
**DESCRIPTION:** A combination of responsive handling and improved grip, allowing for additional steering response, faster cornering, shorter braking distances, and better wet grip.



### ExtremeContact™ DW

**CATEGORY:** Passenger cars and performance  
**SIZES:** 205-45-16 through 295-25-21  
**DIRECTIONAL:** No  
**DESCRIPTION:** The innovative technology of this ultra-high-performance tire delivers excellent traction and responsive handling. Providing improved ride comfort and better gas mileage.



### ExtremeContact™ DWS06

**CATEGORY:** Passenger cars and performance  
**SIZES:** 195-50-16 through 285-35-22  
**DIRECTIONAL:** No  
**DESCRIPTION:** This ultimate UHP, all-season tire maintains excellent snow traction, while improvements in wet traction, dry handling, and tread life have been made with the new SportPlus Technology.



### PureContact™

**CATEGORY:** Passenger cars and performance  
**SIZES:** 195-65-15 through 245-45-20  
**DIRECTIONAL:** No  
**DESCRIPTION:** A skillful balance of luxury and all-season performance designed for long wear, a comfortable ride, and best-in-class wet braking.



### TrueContact™

**CATEGORY:** Passenger cars and performance  
**SIZES:** 185-65-15 through 235-55-19  
**DIRECTIONAL:** No  
**DESCRIPTION:** Provides touring performance, all-season traction, combined with fuel efficiency, long-wear, and best-in-class wet braking, to make this tire an excellent choice.



### ProContact™ TX / ProContact™ GX / ProContact™ RX

**CATEGORY:** Passenger cars and performance  
**SIZES:** 185-60-15 through 265-35-20  
**DIRECTIONAL:** No  
**DESCRIPTION:** Touring performance all-season tire designed for consumers wanting original-equipment performance.



### CrossContact™ LX20

**CATEGORY:** Light trucks and SUVs  
**SIZES:** 225-70-16 through 285-45-22  
**DIRECTIONAL:** No  
**DESCRIPTION:** This dynamic tire delivers improved fuel economy and treadwear while reducing harmful CO<sub>2</sub> emissions. Providing a comfortable ride, shorter stopping distances on wet ground, and increased traction and grip on snow.



### WinterContact™ SI

**CATEGORY:** Passenger cars and performance  
**SIZES:** 195-65-15 through 245-50-20  
**DIRECTIONAL:** Yes  
**DESCRIPTION:** Focused on snow and ice, this tire includes Continental's patented PolarPlus® Technology for ultimate grip in snow, ice, and wet conditions.



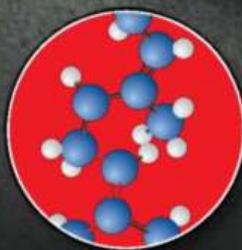
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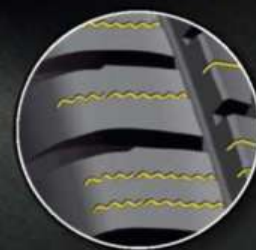
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### Yokohama YK-580

**APPLICATIONS:** Domestic, import, and European passenger cars  
**CATEGORY:** Passenger cars and performance

**DIRECTIONAL:** No

**DESCRIPTION:** The Yokohama YK-580 has the most advanced compounds and tread design to deliver exceptional treadlife, wet and dry handling, and low rolling resistance (LRR) for improved fuel economy. H&V speed-rated tires have a 60,000-mile limited tread wear warranty.



### Road Hugger GT ECO

**APPLICATIONS:** Domestic, import, and European passenger cars  
**CATEGORY:** Passenger cars and performance

**SIZES:** 185-65-15, 195-55-15, 195-60-15, 195-65-15, 205-50-16, 205-55-16, 205-60-16, 205-65-16, 205-65-17, 215-50-17, 215-55-17, 215-60-16, 225-50-17, 225-55-16, 225-60-16, 235-55-17

**DIRECTIONAL:** No

**DESCRIPTION:** The Road Hugger GT ECO was created for great handling, but it's also environmentally friendly. Special compounds reduce CO<sub>2</sub> emissions and lower rolling resistance for higher fuel efficiency.



### Pathfinder Sport SAT

**APPLICATIONS:** Light trucks and SUVs  
**CATEGORY:** Light trucks and SUVs

**SIZES:** 225-75-16, 235-70-16, 235-75-15, 235-85-16, 245-65-17, 245-70-16, 245-70-17, 245-75-16, 245-75-17, 255-70-16, 265-65-17, 265-70-16, 265-70-17, 265-70-18, 265-75-16, 275-60-20, 275-65-18, 275-70-18, 285-60-18, 285-70-17, 285-75-16, 30-9.50-15, 31-10.50-15

**DIRECTIONAL:** No

**DESCRIPTION:** The Pathfinder Sport S/A/T light truck design combines a smart balance of on-road handling and off-road traction.



### Yokohama YK-HTX

**APPLICATIONS:** Light trucks and SUVs  
**CATEGORY:** Light trucks and SUVs

**DIRECTIONAL:** No

**DESCRIPTION:** Today's truck, SUV, and CUV drivers demand a lot from their tires, and the Yokohama YK-HTX delivers with long wear, quiet ride, great all-season traction, and excellent handling. It's backed by the company's 70,000-mile tread wear warranty\*. Sizes are available in



### Falken Pro G4 A/S

**APPLICATIONS:** Domestic, import, and European passenger cars  
**CATEGORY:** Passenger cars and performance

**DIRECTIONAL:** No

**DESCRIPTION:** Falken's new Pro G4 all-season performance tire is a great choice for virtually any climate. You can expect longer wear, quieter ride, better traction, sportier handling, and improved fuel economy with this next-generation design. Available in a wide ran



### Falken Sincera SN-828

**APPLICATIONS:** Domestic, import, and European passenger cars  
**CATEGORY:** Passenger cars and performance

**SIZES:** 175-65-14, 175-70-13, 175-70-14, 185-65-14, 185-65-15, 185-70-13, 185-70-14, 195-65-14, 195-65-15, 195-70-14, 205-55-16, 205-65-15, 205-70-15, 215-60-16, 215-65-15, 215-65-16, 215-70-15, 225-60-16, 225-70-15

**DIRECTIONAL:** No

**DESCRIPTION:** The Falken SN-828 is a T speed rated touring tire designed for a wide range of vehicles in sizes 13 inch to 16 inch. All-season traction, positive handling, and a quiet ride help deliver solid value.



### Cooper Discoverer ATP

**APPLICATIONS:** Light trucks and SUVs

**CATEGORY:** Light trucks and SUVs

**SIZES:** 225-75-16, 245-65-17, 245-70-17, 245-75-16, 245-75-17, 255-70-16, 265-60-18, 265-60-20, 265-65-18, 265-70-16, 265-70-17, 265-75-16, 275-55-20, 275-60-20, 275-65-18, 275-65-20, 285-50-20, 285-65-18, 285-70-17, 285-75-16, 31-10.50-15

**DIRECTIONAL:** No

**DESCRIPTION:** Designed to provide a great balance of on- and off-road traction.



### Cooper Discoverer HTP

**APPLICATIONS:** Light trucks and SUVs

**CATEGORY:** Light Trucks and SUVs

**SIZES:** 215-70-16, 215-85-16, 225-70-16, 235-60-18, 235-65-17, 235-70-16, 235-75-15, 235-80-17, 245-60-18, 245-65-17, 245-70-16, 245-70-17, 245-75-16, 245-75-17, 255-55-18, 255-70-16, 265-60-18, 265-65-17, 265-70-16, 265-70-17, 275-55-20, 275-70-18

**DIRECTIONAL:** No

**DESCRIPTION:** The Discoverer HTP is a highway touring tire designed to deliver dependable traction and handling along with great mileage.



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- 30x10-14
- 28x10-15
- 30x10-15

#### Rage STORM

- 26x9-12
- 26x11-12
- 27x9-12
- 27x11-12
- 26x9-14
- 26x11-14
- 27x9-14
- 27x11-14
- 28x10-14

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### Rage Storm

**APPLICATIONS:** ATV and UTV vehicles

**CATEGORY:** ATV and UTV

**SIZES:** 26-11-12, 26-11-14, 26-9-12, 26-9-14, 27-11-12, 27-11-14, 27-9-12, 27-9-14, 28-10-14

**DIRECTIONAL:** No

**DESCRIPTION:** Discount Tire prides itself on offering high-quality products at a great value, and the Rage line of ATV/UTV tires are no exception. The durable 8-ply rated Rage Storm is an all-terrain tire that delivers high-caliber control in hardpack, light mud, and snow conditions.



### Continental Control Contact Tour A/S

**APPLICATIONS:** Domestic, import and European passenger cars

**CATEGORY:** Passenger cars and performance

**SIZES:** 185-60-15, 185-65-14, 185-65-15, 195-60-15, 195-65-15, 205-55-16, 205-60-16, 205-65-15, 215-60-16, 215-60-17, 215-65-15, 215-65-16, 215-65-17, 225-50-17, 225-60-16, 225-60-17, 225-65-16, 225-65-17, 235-65-16, 235-65-17

**DIRECTIONAL:** No

**DESCRIPTION:** The Continental ControlContact Tour A/S delivers long wear, reliable safety, and uncompromised performance. It provides exceptional wet traction—especially wet braking. Among the best cost-per-mile values, the tire is covered by a 90,000-mile warranty.



### Goodyear Assurance Touring

**APPLICATIONS:** Domestic, import and European passenger cars

**CATEGORY:** Passenger cars and performance

**SIZES:** 185-65-15, 205-55-16, 205-60-16, 215-55-16, 215-55-17, 215-60-16, 215-65-16, 215-65-17, 225-55-17, 225-60-16, 225-60-17, 225-65-17, 235-60-16, 235-65-16, 235-65-17

**DIRECTIONAL:** No

**DESCRIPTION:** The all-season design of the Goodyear Assurance Touring will appeal to drivers of various vehicles who want an affordably priced tire with great traction, handling, and wear.



### Rage Thunder

**APPLICATIONS:** ATV and UTV vehicles

**CATEGORY:** ATV and UTV

**SIZES:** 26-11-14, 26-9-14, 27-11-14, 27-9-14, 28-10-14, 28-10-15, 30-10-14, 30-10-15

**DIRECTIONAL:** No

**DESCRIPTION:** The durable 8-ply rated Rage Thunder is a cross between a mud-terrain and all-terrain tire and delivers exceptional performance even in the toughest of terrain. Available in 14-inch and 15-inch wheel sizes, with tire diameters ranging from 26-inch to 30-inch.



### Continental Control Contact Sport A/S

**APPLICATIONS:** Domestic, import and European passenger cars

**CATEGORY:** Passenger cars and performance

**DIRECTIONAL:** No

**DESCRIPTION:** The Continental ControlContact Sport AS is a high-value, all-season, ultra-high-performance tire that delivers driving control and superior responsiveness in all conditions—dry, wet, and snow. The exclusive model is also backed by a 50,000-mile warranty.



### Goodyear Wrangler ArmorTrac

**APPLICATIONS:** Light trucks and SUVs

**CATEGORY:** Light trucks and SUVs

**SIZES:** 225-70-15, 225-75-15, 235-70-16, 235-75-15, 245-65-17, 245-70-16, 245-70-17, 245-75-16, 245-75-17, 255-70-18, 265-60-18, 265-70-16, 265-70-17, 265-75-16, 275-60-20, 275-65-18

**DIRECTIONAL:** No

**DESCRIPTION:** Goodyear's Wrangler ArmorTrac is a truck tire designed for on- and off-road toughness and traction. Versatile enough for work and play, this tire provides reliable traction on dry, wet, and icy roads.



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### **G-MAX™ AS-03**

**CATEGORY:** Passenger cars and performance  
**SIZES:** 195-55-16 through 265-40-22  
**DIRECTIONAL:** Yes  
**DESCRIPTION:** Engineered to provide optimum performance for sport performance vehicles in any season. The ultra-high-performance tire offers dry performance, wet traction, snow grip, and extremely long wear.



### **Altimax™ RT<sup>13</sup>**

**CATEGORY:** Passenger cars and performance  
**SIZES:** 175-70-13 through 245-45-18  
**DIRECTIONAL:** No  
**DESCRIPTION:** An all-season, touring tire designed for a quiet, comfortable ride in combination with all-season traction and enhanced with even treadwear and extended tread life.



### **Grabber™ HTS**

**CATEGORY:** Light trucks and SUVs  
**SIZES:** 225-70-15 through 285-45-22  
**DIRECTIONAL:** No  
**DESCRIPTION:** A blend of durability, comfort, and performance. A premium all-season tire with advanced technology providing superior handling and comfort while improving fuel economy.



### **Grabber™ AT<sup>2</sup>**

**CATEGORY:** Light trucks and SUVs  
**SIZES:** 225-75-15 through 305-50-20  
**DIRECTIONAL:** No  
**DESCRIPTION:** Provides outstanding traction and confidence no matter the road surface. An aggressive, self-cleaning tread pattern enhances off-road and wet traction capabilities while offering a quiet ride on the highway.



### **Grabber™ (Red Letters)**

**CATEGORY:** Light trucks and SUVs  
**SIZES:** 265-75-16 through 375-50-22  
**DIRECTIONAL:** No  
**DESCRIPTION:** A balance of off-road capabilities and on-road manners. This tire delivers aggressive off-road traction along with stability and quiet on paved roads.



### **Grabber™ UHP**

**CATEGORY:** Light trucks and SUVs  
**SIZES:** 295-65-16 through 305-35-24  
**DIRECTIONAL:** Yes  
**DESCRIPTION:** Emphasis on traction, handling, and control. The advanced sound-reduction technology and continuously varying groove angles work together to reduce noise and deliver an impressively quiet ride.



### **Altimax™ Arctic**

**CATEGORY:** Passenger cars and performance  
**SIZES:** 175-70-13 through 285-70-17  
**DIRECTIONAL:** Yes  
**DESCRIPTION:** A combination of unique grooves and sipes with a modern compound offers high performance at low temperatures. This winter passenger tire performs well in winter conditions ranging from rain to sleet and snow.



### **Grabber™ Arctic LT**

**CATEGORY:** Light trucks and SUVs  
**SIZES:** 225-75-16 through 275-65-20  
**DIRECTIONAL:** No  
**DESCRIPTION:** A studdable winter tire, this tire offers outstanding low-temperature traction in snow, ice, and wet conditions. The all-weather light truck tread compound is a strong, cut, and chip-resistant compound.



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### Proxes T1 Sport

**APPLICATIONS:** Ultra-high performance summer tire.  
Popular fits: BMW 1 Series, BMW Z4, Ford Mustang GT, Infiniti G37, Nissan 370Z.  
**CATEGORY:** Passenger cars and performance  
**SIZES:** 17" to 20", 205-325mm  
**DIRECTIONAL:** No  
**DESCRIPTION:** The Proxes T1 Sport delivers increased control and precision for true balance in both wet and dry handling. State-of-the-art design and construction provide the perfect mix of high-speed stability and cornering power, precise steering response, and quick braking.



### Proxes TIR

**APPLICATIONS:** Ultra-high performance summer tire.  
Popular fits: Audi A7, Cadillac CTS-V, Chevrolet Corvette, Jaguar XKR, Lexus GS 450.  
**CATEGORY:** Passenger cars and performance  
**SIZES:** 15" to 22", 185-345mm  
**DIRECTIONAL:** Yes  
**DESCRIPTION:** The Proxes TIR is an ultra-high performance summer tire designed for sport sedans and coupes. A refined tread design and construction offer improved dry and wet handling as well as performance.



### Proxes RIR

**APPLICATIONS:** Extreme Performance summer tire.  
Popular fits: BMW 3 Series, Honda S2000, Porsche Boxster, Subaru WRX STI, Mitsubishi Lancer Evolution.  
**CATEGORY:** Passenger cars and performance  
**SIZES:** 15" to 18", 195-275mm  
**DIRECTIONAL:** Yes  
**DESCRIPTION:** The Proxes RIR helps you drive hard through the corners and quickly accelerate in the straightaways. Features include an aggressive, arrowhead tread design, extra-wide footprint, high-grip compound, and autocross-inspired casing design.



### Proxes 4 Plus

**APPLICATIONS:** Ultra-high performance all-season tire.  
Popular fits: Chevrolet Camaro, Dodge Challenger, Hyundai Genesis Coupe, Nissan 370Z, Ford Mustang.  
**CATEGORY:** Passenger cars and performance  
**SIZES:** 16" to 20", 195-315mm  
**DIRECTIONAL:** No  
**DESCRIPTION:** This is the very best ultra-high performance all-season tire we've ever made. Experience better snow braking and up to 47 percent longer tread life than the leading competitor, plus a quieter ride over the life of the tire. The Proxes 4 Plus is perfect for high-powered sports cars.



### Extensa HP

**APPLICATIONS:** High-performance all-season tire.  
Popular fits: Ford Focus, Infiniti G35, Scion tC, Subaru Impreza WRX, Mitsubishi Eclipse, Mitsubishi Lancer.  
**CATEGORY:** Passenger cars and performance  
**SIZES:** 15"-22", 185-275mm  
**DIRECTIONAL:** Yes  
**DESCRIPTION:** This high-performance all-season tire offers the quality and styling you expect from Toyo Tires at an unexpected price. Designed with value in mind, the Extensa HP delivers all-season handling, increased mileage, and a comfortable ride.



### Proxes ST II

**APPLICATIONS:** Street/sport truck all-season tire.  
Popular fits: Cadillac Escalade, Dodge Durango, Lexus LX, Mercedes-Benz ML, Range Rover.  
**CATEGORY:** Light trucks and SUVs  
**SIZES:** 16" to 24", 225-315mm  
**DIRECTIONAL:** Yes  
**DESCRIPTION:** The Proxes ST II delivers the perfect balance of style and performance for sport trucks, SUVs, and CUVs. Superior handling, confident all-season performance, consistent wear, and a smooth, quiet ride are wrapped up inside an attractive tread design.



### Open Country R/T

**APPLICATIONS:** On/off-road rugged terrain tire. Popular fits: Chevrolet Silverado, Ram Series, Ford F-Series, Jeep Wrangler, Toyota Tundra.  
**CATEGORY:** Light trucks and SUVs  
**SIZES:** 16"-22", 265-285mm, 33x12.50-37x13.50  
**DIRECTIONAL:** No  
**DESCRIPTION:** Off-road performance meets on-road comfort with the new Open Country R/T. Built rugged for any terrain, this 100 percent American-made tire offers excellent off-road traction, durable construction, and aggressive styling. It has the ability to tackle dirt and sand.



### Open Country A/T II

**APPLICATIONS:** On/off-road all-terrain tire. Popular fits: Chevrolet Silverado, Ram Series, Ford F-Series, Jeep Wrangler, Toyota Tundra.  
**CATEGORY:** Light trucks and SUVs  
**SIZES:** 15"-22", 235-325mm, 30x9.50-35x12.50  
**DIRECTIONAL:** No  
**DESCRIPTION:** These versatile all-terrain tires offer over 40 percent more tread life than the leading competitors, a blatantly aggressive tread design, and a quiet ride. They also come with an industry-leading 65,000-mile treadwear warranty and our No Regrets® 45-day, 500-mile trial offer.



### Open Country M/T

**APPLICATIONS:** Off-road maximum traction tire. Popular fits: Chevrolet Silverado, Ram Series, Ford F-Series, Jeep Wrangler, Toyota Tundra.  
**CATEGORY:** Light trucks and SUVs  
**SIZES:** 15"-24", 235-385mm, 33x10.50-40x15.50  
**DIRECTIONAL:** No  
**DESCRIPTION:** Designed for enthusiasts who require extra ground clearance, load-carrying capacity, and off-road capability with great on-road performance, this maximum traction tire is known for its long wear, low noise, and aggressive tread pattern.



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## Cone Seat Wheel Lock

**PRODUCT INFO:** McGard's easy-to-use one-piece wheel lock functions like a regular lug nut, but requires a special key tool for installation and removal.  
**SPECIFIC APPLICATIONS:** Available to fit cars, trucks, and SUVs in the following thread sizes: 7/16-20, 1/2-20, 9/16-18, M12 x 1.25, M12 x 1.5, M12 x 1.75, M14 x 1.5, and M14 x 2.0



## Bulge/Regular Lug Nuts

**PRODUCT INFO:** McGard Tough Nuts are designed to last for life. No chipping, peeling, or rusting—EVER.  
**SPECIFIC APPLICATIONS:** Available to fit: 7/16-20, 1/2-20, 9/16-18, M12 x 1.25, M12 x 1.5, M12 x 1.75, M14 x 1.5, and M14 x 2.0



## Under the Hub Cap Locks (UHC)

**PRODUCT INFO:** For use when height clearance is a problem. Perfect for use under wheel covers, hubcaps, and center caps.  
**SPECIFIC APPLICATIONS:** Available to fit: 7/16-20, 1/2-20, 9/16-18, M12 x 1.25, M12 x 1.5, M12 x 1.75, 14 X 1.5, and M14 X 2.0



## SplineDrive® Lug Nuts

**PRODUCT INFO:** The original patented design, engineered to fit small-diameter recesses in aluminum tuner-style wheels. SplineDrive® Lug Nuts offer a closed-end design, maximum gripping power, more stud engagement, and a greater seating surface than socket-style lug nuts. In addition, they are 30 percent lighter. Available in bright chrome, gold, black, and anodized aluminum trim in red and blue.  
**SPECIFIC APPLICATIONS:** Thread sizes: 1/2-20, M12 x 1.25, M12 x 1.5, and M14 x 1.5. Truck and SUV SplineDrive Lug Nuts available in M14 x 1.5



## Cone Seat Tuner Wheel Lock

**PRODUCT INFO:** A no-compromise design engineered to fit into close tolerance lug hole recesses in aluminum tuner-style wheels. Weight matched to our SplineDrive Lug Nuts  
**SPECIFIC APPLICATIONS:** Thread sizes: 1/2-20, M12 x 1.25, M12 x 1.5, and M14 x 1.5



## Installation Kits

**PRODUCT INFO:** Everything you need to install your new wheels in one convenient package! We've combined the best wheel and tire theft protection available with the highest quality fully machined chrome-plated lug nuts. Available with Tough Nut® hex lug nuts or SplineDrive® tuner lug nuts. Most kits include wheel locks and key tool, ID card & storage pouch. Jeep Wrangler 23-piece Installation Kits also available, which include five Wheel Locks (four locks for road wheels and one lock for spare), 18 Lug Nuts (16 nuts for road wheels and 2 nuts for spare), matching key, key pouch, and ID card



## Lock Bolts

**PRODUCT INFO:** Locks to fit European cars are available in many lengths for cone seat, cone seat tuner-style, and radius seat  
**SPECIFIC APPLICATIONS:** Available to fit: M12 x 1.25, M12 x 1.5, M12 x 1.75, M14 x 1.5, and M14 x 1.25



## Lug Bolts

**PRODUCT INFO:** Two-piece design provides optimum safety and performance. Precision manufacturing meets or exceeds OEM requirements. Beautiful black or bright chrome finish enhances the look of any wheel. The triple-nickel chrome plating is guaranteed for life not to chip, peel, or rust. Available in 5-lug Wheel Installation Kits for both Cone and Radius seat.  
**SPECIFIC APPLICATIONS:** Cone Seat Lug Bolts are available in thread sizes: M12 x 1.25, M12 x 1.5, M14 x 1.5, and M14 x 1.25. Radius Seat Lug Bolts are available to fit M14 x 1.5



## Jeep Wrangler Accessories

**PRODUCT INFO:** Jeep Wrangler 5-Lock Sets available in chrome and black, regular and tuner style. Wheel and tire theft protection for your road wheels and spare. Contains five locks (four locks for the road wheels and one lock for the spare) with one matching key for all five locks. Also available are Jeep Door Locks, for Wranglers with removable doors. Simply replace the lower hinge nuts with door lock nuts to protect your Jeep doors from theft.  
**SPECIFIC APPLICATIONS:** Lug Nuts are available in 1/2-20 thread with 3/4-inch or 9/16-inch hex



# tireconstruction

Understanding the essential components of a tire.

To better understand the essential components of a tire we've put together this diagram to give you a brief study of the structure, location, and purpose of each specific component on a tire.

## 1 SHOULDER

The shoulder on each side of the tread is designed to protect the belt and carcass of the tire and to dissipate heat generated during running to the atmosphere. There are two basic kinds of shoulder shapes: rounded and square.

## 2 SIDEWALL

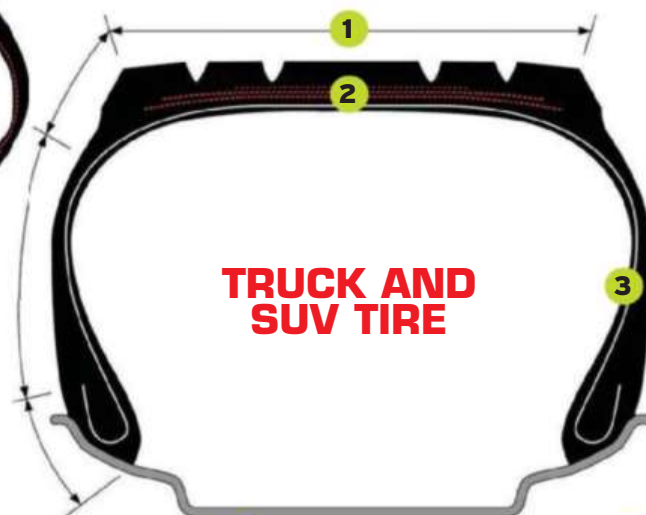
The sidewall on each side of the tire is the section that deflects most during use. The rubber coating serves to protect the carcass and is the area where all of the notations of tire size, brand name, manufacturer, and so on, are located.

## 3 BEAD

The bead area supports the extremities of the carcass on each side of the tire. This is the part of the tire that anchors the tire to the wheel. Some tires also provide a lip protector on the bead which aids it in preventing the scuffing of the lips on your custom wheel.

## 4 INNER LINER

The inner liner is a layer of special rubber attached to the carcass that has high resistance to air migration.



## 1 TREAD

The tread is the part of a tire that makes contact with the road surface. The tread consists of a layer of rubber, which is compounded to suit the specific application and purpose of the tire. The tire and the thickness serve to protect the belt and carcass, and depending on application tread pattern, may be tailored for several purposes including improved water drainage and better traction, as well as increased braking and cornering characteristics.

## 2 BELT

The belt's reinforcement layer extends around the outer circumference of the carcass under the tread. It acts like an iron hoop and is there to improve the stiffness of the tread area.

## 3 CARCASS

The carcass is the load-bearing framework that forms the body of the tire. It's composed of rubber coated fabric or steel cords laid in a radial direction. The carcass contains the inflation pressure aiding in supporting the load and absorbing impact.



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